Letter 351

hoe, Barbara (ENV)

From: Erich_Hodges@idx.com
Sent: Tuesday, June 05, 2001 1:26 PM
To: Kehoe, Barbara (ENV)
Subject: Time to build the new 14/32 runway at Logan Airport

RECEIVED
JUN 5 2001
MEPA

To: barbara.kehoe
Robert Durand
Secretary of Environmental Affairs

RE: EOEA#10458

Dear Mr. Durand,

In regards to the Environmental Impact Study (EOEA#10458) currently under review to build a new over water runway at Logan Airport, I think it is time to end the squabbling and build the runway. As a former Boston resident (attending Brookline High School and Boston University in the early 1980's), I understand the need to preserve the character and charm of Boston, but I also think it is about time that Logan Airport updgrades its facilities and builds a new runway to handle the existing and future traffic. As a frequent traveler into Logan Airport from Burlington, Vermont, I have witnessed frequent delays in the type of aircraft that would be most helped by building the new runway: 19 - 50 seat turbo prop airplanes. With Logan airport and the City of Boston itself seemingly "under siege" with Big Dig construction, it would be a terrible shame for Logan to lag behind other facilities on the East Coast when the construction dust settles. Not building this runway will make the Big Dig seem like a complete waste of taxpayer money, since we will have a great road and a poor airport, unable to handle its current traffic, and increasing local air and noise pollution by having planes taxi on runways endlessly. In the end, denying this runway project on environmental grounds will actually encourage more pollution by shifting more Boston visitors into their cars, which tend to pollute more, per capita, than airplanes.

As a frequent business traveler, the reality is that airplane traffic will increase somewhere as time marches on, and almost every airport in the Northeast is under some sort of construction or overhaul. If we don't build this new runway, business and tourist travel will go elsewhere, and our economy will suffer. Those that do travel to Boston will drive to avoid airport delays, and this will only lead to more air pollution, noise pollution and extra stress for area residents. The 14/32 runway project makes sense, as more planes will be routed over the water, where no one lives, thus reducing noise to the surrounding communities. What a shame it will be to have a new Ted Williams tunnel connecting the Mass Pike to the airport, and no way to move the airplanes in and out of the airport facility. People will want to come to Boston, but will want to avoid the airport. Traffic will increase, roads will become jammed again, and the Big Dig project will have been a waste of time and money.

So, why not approve the 14/32 runway project and hold Massport accountable for the noise abatement improvements they have promised? Give air traffic controllers another way to move airport traffic and hold down noise in the surrounding communities. This just makes sense. Not building the new runway will cause more environmental harm than good.

Please consider the future of Boston and Eastern Massachusetts when making your decision about this runway project and the positive impact you can have on the surrounding communities. By supporting responsible development and improved noise abatement procedures in conjunction with this project, Boston can move forward into the 21st century and Logan's neighbors can improve their quality of life.

Sincerely,

Kehoe, Barbara (ENV)

From: Suntan202@aol.com

Sent: Friday, June 08, 2001 8:37 AM

To: Kehoe, Barbara (ENV)

Subject: Runway 14/32

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JUN 8 2001

MEPA

Dear Manager:
It is time to move fast to approve runway 14/32. Every extra day delay increases
air pollution. Tuesday leaving Logan there I experienced a 20 minute delay, and engines puffing exhaust into the air unnecessarily.
Yesterday leaving Newark. More air was polluted I experienced a 27 minute delay.
I mind you this is not just one aircraft but dozens day in and out. This is why we should go forward as fast as possible
Sincerely,
Milton Iwen

Letter 353

Mr Ryan,

It is a sad day when East Boston continues to fight Massport.
Each day we live in fear.
We do not want Runway 14/32 to be built. We have 5 Runways and We do not need 6.
Other Major Airports have 2, 3 and 4 Runways.
An additional Runway will mean More Pollution, Emissions, Planes, taxis, traffic, Cars, Passengers.
Have you done an Air Quality Study in East Boston. This past weekend all the TV stations + Newspapers stated Logan Airport is the Biggest Polluter. Many Residents have Respiratory Problems. Your Better plant Cannot help it to Settle.
It's Plain and simple WE NEED A 2nd AIRPORT
Logan is Too close to a densely populated Community.
The Residents around O'Hare Airport are dying of Cancer from the Plane Emissions etc etc etc. These are the same planes that fly out of Logan.
Enough is ENOUGH!!! Peter Jennings, Three Starlets, Louis Russo, Judy Sorra, Mike Zarki, Dan Aberle

Kehoe, Barbara (ENV)

From: A. Kagzi [AKagzi@mediaone.net]
Sent: Wednesday, June 06, 2001 12:31 PM
To: Kehoe, Barbara (ENV)
Subject: RY 14-32

Dear Madam,

Please consider this e-mail a voice of strong support for RY 14-32. Boston is a world-class city and requires a world class airport. This facility is vital to the local economy's prosperity and should be developed accordingly. Build this runway.

Sincerely,
A. Kagzi

RECEIVED
JUN 6 2001
MEPA

Letter 355

Kehoe, Barbara (ENV)

From: W.M. Kelsey [aps@babbittrepair.com]
Sent: Thursday, June 07, 2001 12:29 PM
To: Kehoe, Barbara (ENV)
Subject: Runway 14/32

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JUN 7 2001
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Please refer to document EOEA#10458

I would like to comment on the proposed new runway at Logan airport. As a frequent pleasure and business flyer, I often find myself in a delay situation while trying to leave Boston or return to a schedule. I have spent untold dollars in additional charges for services that were extended as a result of delays.

My company is in the critical repair business for the power generation industry. Many of the products we receive for repair form all over the country arrive and leave by air freight at Logan. I find it difficult at times to respond to the needs of my customers as delays in our receiving freight impact them mightily. This in turn forces my customers to seek alternate suppliers in other regions.

Many comments have been made about the pros and cons of the environmental impact. I would guess that any number of people could come up with "professional" opinions regarding the impact of a new runway. Many I suspect would continue to reiterate the same old facts. Discussion could continue for years.

What I can tell you not being an expert, is the delays affect many people directly in business. For the region to be classified (1)as anything progressive and (2) as interested in retaining employment and taxes it is absolutely essential a new runway be constructed. As a company that responds to customers where an hour's delay could cost them $100,000 or more, it is imperative for us to be close to adequate and reliable transportation.

Failure to respond to the greater need of the entire citizenry and not just the special interests of a few is of utmost importance.

I urge this new construction be completed as quickly as possible

Regards
Walter Kelsey
American Power Service

Letter 356

Kehoe, Barbara (ENV)

From: Carlos Korten [cwkorten@yahoo.com]
Sent: Tuesday, June 05, 2001 11:45 AM
To: Kehoe, Barbara (ENV)
Subject: Logan expansion

RECEIVED
JUN 5 2001
MEPA

Barbara,
I was given your email address as a person to whom I might voice my support for runway expansion at Logan Airport.

I'm the founder and CEO of a Boston-based financial services company which relies heavily on business relationships in New York, Philadelphia, Columbus (OH), Raleigh/Durham, Phoenix, Chicago and San Francisco. Timely and reliable airline service is absolutely critical to our ability to do business.

When we selected Boston as our home base for operation, the single biggest argument against our locating in Boston was the reliability of flights into and out of Logan. Although we love Boston and are particularly attracted by the highly educated local labor pool, my co-founders and I continue to consider shifting our company to either Chicago or Phoenix, each of which have a far superior airport infrastructure to Boston, and simply recruit Boston-area talent to relocate to those cities with us.

In the interest of supporting Boston-based technology entrepreneurs and start-up firms, and to help solidify and grow Boston's reputation for fostering innovation in Business and Technology, I urge you to please do what you can to in support the evolution of Logan into the modern age by supporting the proposed runway.

Sincerely,
Carlos W Korten
CEO, CurrencyStream Incorporated

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Letter 357

'ehoe, Barbara (ENV)

From: Vu_Le@att.net
Sent: Tuesday, June 05, 2001 3:36 PM
To: Kehoe, Barbara (ENV)
Subject: I am supporting Run Way 14/32

Hi All,

There is good ideas for doing Run Way 14/32 project. It will be improve our logan Airport in Boston. I am strongly support this matter. If you have any questions, please contract me this email address.

Best regards,

Vu Le

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JUN 5 2001
MEPA

Kehoe, Barbara (ENV)

From: dorothy lloyd [sweetpecas@hotmail.com]
Sent: Wednesday, June 06, 2001 2:20 PM
To: Kehoe, Barbara (ENV)
Subject: EOEA#10458.

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JUN 6 2001
MEPA

i agree to support this claim.

Dorothy M. Lloyd

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Kehoe, Barbara (ENV)

From: Bob Lyons [blyons@ma.ultranet.com]
Sent: Tuesday, June 05, 2001 6:29 PM
To: Kehoe, Barbara (ENV)
Subject: Logan Runway

Please support the addition of a new runway at Logan.

Thank you
Bob Lyons

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JUN 5 2001
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Kehoe, Barbara (ENV)

From: Jim MacWilliam [jimco@mediaone.net]
Sent: Tuesday, June 05, 2001 4:38 PM
To: Kehoe, Barbara (ENV)
Subject: Logan runway project

Ms. Kehoe:

I support the 14/32 runway project at Logan Airport. I use Logan and Providence a lot even though my business is based in Newton.

We all hear airplane noise. I'm sure that it is not popular with South and East Boston residents but it is a fact of life and it is not going to go away no matter how much they complain. Mayor Menino should be looking at the larger picture of the city and the region rather than continually stumping for votes. I like him, but on this issue he should change is rhetoric and get behind the project. Again, the airport is not going to go away. Those of us that support the region economically need this runway, and as you know, Boston is just one of many cities in this situation.

Best regards,
Jim MacWilliam
President
J.I. MacWilliam Co., Inc.

Secretary of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley – EOEA No. 10458
251 Causeway Street
Boston, MA 02114

Dear Mr. Silva,

I have read the report that Massport has published and I disagree with just about every aspect of it. Not only are they lying, but I would like to know where they got their facts.

There is absolutely no way an additional runway will alleviate the delay problems at Logan airport. The delays are caused by many reasons, one of which is that the airlines are scheduling too many flights. There is no reason why more flights can't be scheduled in and out of the several other airports in the Boston area. Many people would prefer this as opposed to driving into Boston anyway. Another reason for delays, of course, is weather related. There is no way they can tell me that another runway would help with this either. The delays that will be felt by the traveler will be exactly the same.

If another runway is added, that would only allow the airlines to add more flights. More flights that Logan airport already can not handle. This is not a solution but an addition to the problem. More delays will definitely be experienced. How can they possibly say otherwise?

I live within two miles of the airport and I love the fact that it is so close, however, they can not tell me that there will be no increase in the noise level. Especially when they already claim that there is no noise at the present time. When the airplanes are flying in that direction, they are very loud. I have repeatedly contacted Massport and received the same answer, we are not within the required area to receive any assistance from Massport for the noise.

They also claim that we will not be within that range even with the proposed runway. How is this possible when the air traffic overhead will more than double? They need to re-evaluate the amount of noise that the planes emit, because waking up at 5:00am on a Sunday morning to the sound of planes is not my idea of enjoyable, especially with the windows closed. We can not hear the television, the phone ringing, or even our own conversation so you can imagine what it is like in the summer with the windows open.

The fact is that Logan airport has grown to its full capacity. If Massport spent more time investigating other productive solutions rather than adding to the problem, maybe something would get done. I feel that Massport is taking total advantage of the their size and power and it is not fair to the citizens of the neighboring cities. I realize that living in

MAY 2 1 2001

the city has these types of draw backs but Massport is way out of line with this request. For it to have gone even this far is a slap in the face to the people who live here. I am glad that I got the opportunity to speak my mind and hope that it shows the high level of concern that I, and many others that may not have responded, have regarding this entire situation.

Thank you,

Suzanne Malinowski

Kehoe, Barbara (ENV)

From: Kilojolts1 [kilojlts@gis.net]

Sent: Tuesday, June 05, 2001 11:59 AM

To: Kehoe, Barbara (ENV)

Subject: Logan Airport & The Cries of Luddites

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JUN 5 2001

MEPA

Dear MASSPORT & Elected Officials:

A Traveler's Opinion:

As a professional in the energy management field, I have grave concerns about opposition to the addition of Runway 14/32 at Logan International Airport. Aside from the inconveniences of long, exciciating passenger delays regularly experienced as jets idle in a queue on crowded runways, the inefficient fuel consumption and the high emissions from these idling planes caused are of greatest concern. With the growth in air travel and the resultant diminishing capacity of the existing runway system, it seems like a fools' errand to kowtow to the screams of residents that border the airport.

The loud cries of residents in neighborhoods adjacent to Logan is nothing new.

The Luddites deny the needs of regional infrastructure planning and growth.

The traveling public is frustrated with the political standoff...

Enough Already!

Logan is *the region's major international hub*.

The taxpayers of Massachusetts have paid dearly to develop an effective infrastructure to move more people into and out of this major port.

Logan will not be moved...it must grow to meet the growing economic and travel needs of the region.

Efficient, expedient, reliable and cleaner transit systems will meet the needs of a growing economy; this is a key factor in the regions' future economic success. Certainly, the expanded use of the regional airport system makes good sense (my wife and I frequently fly out of TF Greene in Providence) and should continue to be encouraged. However, we live 45 miles north of Providence and only 12 miles from Logan. It may seem virtuous to use the regional facilities, but it's time to grasp reality and meet the future head-on.

- **Logan needs another runway.**
- **Logan cannot be moved, nor will air traffic decline in the future.**
- **Increased air traffic with stagnancy in Logan's infrastructure will only further frustrate the traveling public and stymie the economic growth of the region.**

- **The vocal minority of adjacent neighborhood households and the irresponsible politicians that kowtow to the self-serving Luddite minions are only delaying the inevitable.**
- **Rather than working from the palate of the Mayor's microcosmic reality, let's work together to complete the big picture...**
    - **Bring Logan into the 21st Century by adding runway 14/32**
    - **Work with neighborhood leaders to propose manageable noise and air quality regulations that could be implemented over time.**
    - **Educate the public... They just don't understand the big picture.**

Boston's leadership needs to think regionally and grasp the future with enthusiastic support.

Gary K. Markowitz
President
Kilojolts Consulting Group

****
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Kehoe, Barbara (ENV)

From: Frmac2693@aol.com
Sent: Tuesday, June 05, 2001 10:07 PM
To: Kehoe, Barbara (ENV)
Subject: document number EOEA#10458.

I WANT TO AFFIRM MY SUPPORT FOR THE NEW RUNWAY AT LOGAN. AS A FREQUENT FLYER FROM THE BOSTON AREA I HAVE BEEN DELAYED TOO MANY TIMES. THE INCONVENIENCE AND THE FRUSTRATION IS DISCONCERTING.

BOSTON IS A FIRST CLASS, WORLD CLASS CITY. IT SHOULD HAVE AND NEEDS A FIRST CLASS AIRPORT. ONE THAT WORKS, CAN BE SEEN AS A RELIABLE HUB FOR TRANSPORTATION.

THE NEW RUNWAY IS NEEDED AND WILL HELP REDUCE DELAYS.
I SUPPORT IT.

THANK YOU
RICHARD MCALEAR

RECEIVED
JUN 5 2001
MEPA

Kehoe, Barbara (ENV)

From: D.J. McDowell [mcdowelldj@msn.com]
Sent: Wednesday, June 06, 2001 7:56 AM
To: Kehoe, Barbara (ENV)

As a consultant, I lose billing time while waiting in the airport for my flights.

So far this year, I have taken roughly 30 flights in and out of Logan. The majority of my flights have been delayed - especially in January and February. Some of these were related to the airline's (American Eagle) inefficiency. However, on a number of flights this was exacerbated by conditions at Logan.

For fliers working in Boston's downtown, regional airports are not a good option. We need to have improvement at Logan.

Thanks for the opportunity to voice my opinion.

DJ McDowell

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Kehoe, Barbara (ENV)

From: Pat McInnis [mac511@mediaone.net]
Sent: Thursday, June 07, 2001 1:41 PM
To: Kehoe, Barbara (ENV)
Subject: Re: Logan runway

To Whom it May concern;

Both my husband and I have strong feelings regarding Logan airport and the new runway they are trying to build. We can't believe that there is any opposition to it. We travel for pleasure and every other airport we have been in including some very small ones put Boston to shame, the people comming from other countries and from other states must not get a very good impression of our capital city after comming through Logan.

Please consider the delays that could be ommited by passing document # EOEA10458.

Sincerly
J. Donald McInnis
Patricia N. McInnis
mac511@mediaone.net

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JUN 7 2001
MEPA

Kehoe, Barbara (ENV)

From: VMills1389@aol.com
Sent: Wednesday, June 06, 2001 12:31 PM
To: Kehoe, Barbara (ENV)
Subject: Runway 14/32/ EOEA#10458

Dear Barbara,

As a frequent flyer out of Logan airport I cannot emphasize the importance of adding another runway. It is an embarrassment that our State would spend large amounts of money on the big dig and not add a runway at Logan. The whole point of getting to the airport easily is to be able to utilize an airport that runs flights on time. I have found Logan to be one of the worst airports for delays and cancellations. The added runway will reduce delays and cancellations. It is good for Boston and will not effect the neighboring areas negatively.

Many people I know who would like to use Logan are now driving to Providence because the service there is so much more reliable. Delays and cancellations due to the wind situation is terrible in Boston.

Please do all that you can to get this runway built!

Virginia Mills

RECEIVED
JUN 6 2001
MEPA

Letter 367

Kehoe, Barbara (ENV)

From: yannis_minadakis@notes.teradyne.com
Sent: Tuesday, June 05, 2001 12:07 PM
To: Kehoe, Barbara (ENV)
Subject: Comments in regards to environmental document EOEA#10458

To whom it may concern,

I want to encourage you to approve and expedite the new Logan runway. Runway 14/32 will ease congestion and improve quality of airline service. The FAA recently said that new runways are necessary in 15 of the busiest airports, including Logan. More fights also mean more landing fees which will help offset the cost of the construction at Logan. Also, fewer delays will help the environment. Planes sitting on the tarmac burn fuel. Passengers are also frustrated by the delay in departure and the delay in meal service.

For all these reasons I believe that you should do whatever you can to push the runway project forward.

Regards,

Yannis Minadakis

RECEIVED
JUN 5 2001
MEPA

Kehoe, Barbara (ENV)

From: Jim Powers [jim_powers@acis.com]
Sent: Wednesday, June 06, 2001 4:27 PM
To: 'barbara.kehoe@state.ma.us'
Cc: Jim Powers
Subject: Logan runway 14/32

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JUN 6 2001
MEPA

Mr. Secretary, I am wrting in support of Runway 14/32 at Logan Airport. (EOEA #10458)
Boston as the Mother city for all of New England is economically sound and in large part that is due to our air transportation position specifically, Logan airport. The recent development of the Regional Airport situation only adds to our superiority.

We cannot slow this position by allowing Status Quo at Logan.
People who demonstrate against this project are also the beneficiaries of the rewards of this Center of International Commerce.

Let's cut down on delays at Logan, plan flight patterns over the harbor, cut down on late night and early morning movements, reduce noise pollution, helping our airport neighbors and get Boston of the "Ten Most Wanted" list.

I have been in the Travel Trade Industry for 40 years and we must continue to promote the many jewels in New England for people from around this country and the world to come and enjoy. It also works in reverse when local residents use Logan and the Regionals to travel for business and for pleasure. Without this project, we will loose to some other area who are progeressive in the use of their natural resources.

Let the project begin..Sincerely, James T. Powers, MBE, Vice President, American Council for International Studies. (British Airways retired)

Letter 369

Kehoe, Barbara (ENV)

From: Aryeh Primus [aryeh@lc.com]
Sent: Tuesday, June 05, 2001 11:15 AM
To: Kehoe, Barbara (ENV)
Subject: New Logan Runway

I am writing in reference to EOEA#10458.

I am strongly in favor of the new Logan runway. I am a consultant, and travel at least once a week from home for business. The current delays at Logan are frequent and long enough that I have seriously considered relocating to another NorthEast metropolitan area.

Construction of the new runway, and the comensurate reduction in delays would make me very happy. It would allow Boston to function effectively, which it currently can not do during northwest winds.

Also, I have to believe that moving the flights to come in over the harbor, and reducing the amount of wasted time spent with engines running on the ground has to be in everyone's best interests.

--
Aryeh Primus

RECEIVED
JUN 5 2001
MEPA

Letter 370

May 18, 2001
RE: EOEA #10458

MEPA
251 Causeway St.
Boston, MA

Dear Secretary Pugsley,

As a health care practitioner in the Boston area, I treat clients whose wellness is determined by a number of factors. My work is compromised when my patients' sleep patterns are interrupted, when their immune systems are under siege, and when their morale is dampened. Logan Airport is currently at capacity. It serves 27 million people a year with highly polluting planes departing and landing nearly every hour of the day and night. I oppose Massport's plan to build a new runway, to change landing procedures in bad weather and to build the proposed centerfield taxiway. All of these changes will have significant impacts on the environment and on my patients' health.

Sincerely,

Heather Renick-Miller

Heather Renick-Miller

Cc: Sen. Kerry, John Silva

MAY 24 2001

Kehoe, Barbara (ENV)

From: Bill Roberts [broberts@gwkinc.com]
Sent: Friday, June 08, 2001 12:05 PM
To: 'barbara.kehoe@state.ma.us'
Subject: EOEA#10458 - Runway 14/32

As a frequent traveler and a Massachusetts resident, I am baffled by the delay in approving Runway 14/32. The environmental benefits are clear as are the eventual time and cost savings for Massachusetts employers, residents and tourists.

The only possible explanation for not immediately approving the runway is political. The opponents of Runway14/32 base their argument is myths and misinformation.

Please end the needless wastefulness of flight delays and approve Runway 14/32 now!

Sincerely,

Bill Roberts

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MEPA

Kehoe, Barbara (ENV)

From: LanceRobinson@aol.com

Sent: Wednesday, June 06, 2001 8:45 AM

To: Kehoe, Barbara (ENV)

Subject: environmental document number EOEA#10458

As a frequent users of Logan, not to mention a Massachusetts and Boston taxpayer, I urge you to do whatever possible to expidite Runway 14/32 at our airport. I'd bore you with delay-horror stories... but you time is valuable. And so is mine. Another runway would give us all more productive time.

best, lance robinson

RECEIVED
JUN 6 2001
MEPA

A20001212017

Letter 373

Author: "Mark A. Rockoff M.D." <mark.rockoff@TCH.Harvard.edu> at SMTPGate
Date: 12/8/00 8:02 AM
Normal
TO: Jane Garvey at AWAAOAADA
Subject: Boston
---------- Message Contents

Dear Ms. Garvey -

I am writing to you to express my strong opposition to the proposal to create another runway at Logan Airport in Boston. As a frequent air traveler, I certainly appreciate that Logan is a crowded place and there are many airline delays. However, this is not solely due to limited runway space. The entire airport is a complete mess; actually, I think it is one of the worst airports in the country. It is difficult to get to, parking is poor, transportation within the airport (between terminals, subway, boats, etc) is awful and managed with large, dirty, inefficient buses, there are few hotels available that do not require travel directly into the congested downtown area, etc., etc... The ongoing, extensive construction underway at Logan is not doing to make this situation better even when it is completed, since the airport will still be landlocked in too small a place to accommodate all the improvements needed for handling large amounts of traffic efficiently. In addition, the new runway will create a drastic change in flight landing and takeoff patterns, thereby "shifting" considerable air traffic over highly populated residential and recreational (ie, beach) areas on Boston's South Shore.

The bottom line is that the Boston area has a number of regional airports that can decompress Logan and obviate the need to try to make a bad situation there even worse by further expansion. I have used some of these other airports (Worchester, Providence, Manchester, etc.) and believe they can be improved, which is a much more sensible approach. Certainly forcing some of the small private airplanes that currently help tie up Logan to these other locations would free up space and runway time for large passenger jets that truly need direct access to Boston.

I urge you to oppose the addition of another runway at Logan, since this will be better for the region and the passengers and crews that depend on air transport.

Thank you for your consideration.

Mark A. Rockoff, M.D.

Kehoe, Barbara (ENV)

From: Eileen Rudden [erudden@mediaone.net]
Sent: Wednesday, June 06, 2001 8:58 AM
To: Kehoe, Barbara (ENV)
Subject: Support for expansion of Logan Airport

Dear Ms. Kehoe,

As a local CEO and frequent business traveller, I request your support for the expansion of Logan Airport. I can't count the hours of my time and my colleagues' time which has been wasted because of Logan's congestion.

I believe that people who can travel out of Providence and Manchester are already doing so; I and many others have no reasonable alternative other than to travel out of Logan.

Sincerely,

Eileen Rudden

former President and CEO, FairMarket, Inc.
former Senior Vice President, Lotus Development Corp.

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JUN 6 2001
MEPA

'ehoe, Barbara (ENV)

From: Sacca, Robert [RTS@brplusa.com]
Sent: Tuesday, June 05, 2001 12:50 PM
To: 'barbara.kehoe@state.ma.us'
Cc: 'Runway1432'
Subject: environmental document number EOEA#10458

Ms Barbara Kehoe

I am a frequent user of Boston's Logan Airport, usually every Wednesday & Thursday as a minimum.
If I take a morning flight out of Boston I usually don't experience many delays.
However, I would estimate that approximately 80-90% of my flights into Logan which are usually between 4 & 7 PM are delayed at least 1 to 2, sometimes 3 hours, due to runway closure related to wind.
This situation has become intolerable!
Please get this new runway approved, constructed and operating ASAP.

Very Truly Yours,

RECEIVED
JUN 5 2001
MEPA

Robert T. Sacca [mailto:rts@brplusa.com]
Associate
BR+A / Bard, Rao + Athanas Consulting Engineers, Inc.
1320 Soldiers Field Rd. - Boston, Ma. - 02135
617.254.0016 ext. 309 - 617.254.9175 Fax
Boston - Ft. Lauderdale - Chicago - Philadelphia
ltimore - New York - Daytona Beach
..ctp://www.brplusa.com

Letter 376
EOEA #10458

April 9, 2001
Environment Sec. Robert Durand
Exec. Office of Environ. Affairs
251 Causeway St
Boston Ma. 02214

Dear Secretary Durand

Please be advised that in its latest filing on proj. #EOEA 10458 massport has neglected to include air quality + noise stats for E. Boston Piers Park. The park is directly in line + only a few thousand feet downwind of the proposed runway 14/32! The only stats + projections are for the Jeffries Point Yacht Club which by the way is the oldest chartered Yacht club on the east coast + not recognized by Massport as historical. Children whom play in the park, as well as the Samuel Adams school on the hill directly above the park, will be exposed to very high levels of NOx! According to air quality dispersion model Table DM1-8 from 1997 report NOx levels will be Nine Times higher Than at castle Island! Also the massport owned shipyard which is directly adjacent to the park + will be re started under new Management, should have air quality stats included + not segmented.

Sincerely
Richard Salvucci
Vice Chairperson E.B. Piers PAC

cc. City, State + Fed Officials

John C. Silva, Manager, Environmental Programs
Airports Division, ANE-600
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear Mr. Silva,

> Article XCVII of the Massachusetts Constitution states: "The people shall have the right to clean air and water, freedom from excessive and unnecessary noise, and the natural, scenic, historic, and aesthetic qualities of their environment; and the protection of the people in their right to the conservation, development and utilization of the agricultural, mineral, forest, water, air and other natural resources is hereby declared to be a public purpose."

Massport's proposal to build runway 14/32 and the centerfield taxiway stand in opposition to the rights of the people as outlined in the Massachusetts Consititution. Massport's EIS falls short in so many ways.

Ignoring the numbers of residents who hear airplanes at all decibels is not an accurate representation of environmental impact. Accumulated impact, of every minute or two or ten of airplanes at 45, 50, or 55 decibels and higher (since the final total is an average) is noteworthy. To dismiss the impact on Franklin Park, Arboretum, and Harbor Island users is unbelievable. The people of the Commonwealth have the right to enjoy their parks free from unnecessary noise.

Massport touts its preferred alternative as a remedy for delays. By their own figures, in 80% of the cases the plan will have no bearing on travelers' delays. Massport does nothing to truly educate the public about the numbers of delays its proposed initiatives will decrease. That is because the numbers don't add up. The relief individuals and companies will feel as a result of these initiatives will be at best minimal and short-lived, especially compared to the negative impact individuals who live near flight paths will experience.

This piecemeal analysis of environmental impact is shameful. We in this commonwealth need a full-scale public discussion of necessary noise, what technology can best serve us, and how we can preserve our rights to clean air and water. As we seek to expand the economy, it is incumbant upon Massport to give an accurate picture of the noise and air pollution burden which will be borne by greater Boston residents. A comment period limited to under three months to respond to an EIS with such far-reaching consequences is disappointing to those of us who take the Massachusetts Constitution seriously.

Sincerely,

Stanley B. Sibley

Cc Sec. Pugsley MEPA Office 125 Causeway St. Boston, MA 02114, re: EOEA 10458

Kennedy Kenny

MAY 2 4

Kehoe, Barbara (ENV)

From: Barbara Smith [bbsmith@massed.net]

Sent: Tuesday, June 05, 2001 7:33 PM

To: Kehoe, Barbara (ENV)

We would very much like to see runway 14/32
added to the existing runways at Logan. With our frequent travel we have experienced long delays in take off and landing even in good weather. Bernie and Barbara Smith

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JUN 5 2001
MEPA

Letter 379

Kehoe, Barbara (ENV)

From: Sunil [susrivas@yahoo.com]
Sent: Tuesday, June 05, 2001 5:02 PM
To: Kehoe, Barbara (ENV)
Subject: EOEA#10458

Dear Barbara,

as a frequent flyer into Logan (~15 trips this year), I strongly urge the construction of the new runway 14/32. I live in Quincy , and I've also lived in Dorchester, both areas are close to the airport, and the sound levels have never bothered me. This runway will finally allow planes to land faster when the wind is blowing in the wrong direction. Boston also needs this airport, as many of my colleagues list Logan as the main reason for not scheduling meetings here. Please contact me if you need more information on this.

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Regards,

Sunil Srivastava

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Letter 380

Kehoe, Barbara (ENV)

From: Geoff Stuart [gstuart_97@yahoo.com]
Sent: Tuesday, June 05, 2001 12:45 PM
To: Kehoe, Barbara (ENV)
Subject: Comments on Run Delays at logon

Dear Legislator Kehoe,

I'm writing to voice my support for a new runway at Logan International Airport. As a frequent business traveler I have personally witnessed flight delays that would have been prevented had the new runway been available.

I believe the studies that show that the new runway would reduce delays by 30%, increase over water landings thereby reducing nearby neighborhood noise from overhead flights, reduce pollution from grounded airplanes idling, and reduce delays when the wind blows from the northwest by 90%!

I don't see why neighborhood opposition is so high, but I would site these facts to this group.

Please consider positive action on approval of the new runway at Logan.

Respectfully,

Geoff Stuart

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Letter 381

Kehoe, Barbara (ENV)

.om: Bill Trimble [Bill@neviscapital.com]
Sent: Friday, June 08, 2001 1:03 PM
To: 'barbara.kehoe@state.ma.us'

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Re: Logan Airport Runway Extension
REF: EOEA #10458

Dear Ms. Kehoe:

As a frequent user of the Logan Airport, I am writing in support of the Runway project. As I am sure you are aware, delays throughout the entire US airway system are primarily caused by a lack of runway capacity at a handful of important airports. Boston Logan is one of those. Current estimates of airline travel usage over the next twenty years makes it imperative that action be taken with utmost speed. Not only are countless hours being wasted by Massachusetts residents stuck in holding patterns over Boston, but important visitors to your state will try to bypass the region rather than put up with hopeless delays. No one wants to be in the flightpath of a runway, but then no one wants an interstate near their house either. There is a balance that must be made between the public good and individual desires. I believe that the constant improvements being made in lessening the noise signature of jet aircraft will benefit all of us, but there will always be noise associated with airports. A few residents are causing us to miss the larger picture. Throughout the entire country, gate holds, delays, holding patterns and fuel burning delays are not going to improve until we start addressing the fundamental problem.

:spectfully submitted,

Bill Trimble
Nevis Capital Management, Inc.

John C. Silva
Manager, Environmental Programs
Airports Division, ANE-600
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear Sir,

We are writing in complete opposition to the plans for the proposed Runway 14/32. This runway is not going to improve delays to the extent that Massport would like us to believe, and it is greatly going to impact our quality of life as residents of Boston. The increased pollution, noise, and tripled air traffic are unacceptable. Follow the money – this expansion will only bring increased revenue to Massport, at a price and risk to all area residents. How dare they say that these impacts will be INSUBSTANTIAL and INSIGNIFICANT? Please, please, look beneath the surface of this incredibly one sided plan, and oppose it!

Respectfully,

Shirley Walsh
Dan Walsh

Shirley and Dan Walsh

APR 25 2001

Letter 383

Kehoe, Barbara (ENV)

From: Jayne U Weliska [jayne.u.weliska@jpmorgan.com]
Sent: Tuesday, June 05, 2001 12:28 PM
To: Kehoe, Barbara (ENV)
Subject: ADDITIONAL RUNWAYS AT LOGAN

I SUPPORT ADDITIONAL RUNWAYS AT LOGAN.

JAYNE U. WELISKA

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Letter 384

Kehoe, Barbara (ENV)

From: Tina Wong-Russell [twongrussell@ampappas.com]
Sent: Wednesday, June 06, 2001 2:00 PM
To: Kehoe, Barbara (ENV)
Subject: To: Secretary of Environmental Affairs Robert Durand -Ref: EOEA#1045

Sir:
I have been a frequent traveller through Logan the past decade. Over time, I have noticed more and more difficulty with flight delays both incoming and outgoing. I face similarities in other airports, especially in the NE, and understand the increased volume of travellers and flights have contributed to the traffic jam.

Here is an opportunity for Boston to stay abreast and ahead of the times by addressing this problem. An additional runway would definitely relieve much of the frustration experienced by travellers. It is important for both residents and visitors to maintain a positive image of Boston as a business, poltiical and educational leader. Letting our infrastructure fall behind greatly tarnishes the image of the city.

I understand the concerns of environment and neighborhood issues, but consider the fuel burned and emission output of delayed flights vs. timely landing, would certainly address if not improve some of those concerns.

Thank you for your attention.

Tina Wong-Russell

Tina Wong-Russell
A. M. Pappas & Associates
(617) 277-2053
Mobile: (617) 216-8162
www.ampappas.com

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Letter 385

Kehoe, Barbara (ENV)

From: Wyatt, Richard [Richard.Wyatt@fmr.com]
Sent: Tuesday, June 05, 2001 11:21 AM
To: 'barbara.kehoe@state.ma.us'
Subject: LOGAN New Runway - Reference: environmental document number EOEA#10458

Secretary of Environmental Affairs Robert Durand,

Mr. Durand,
As a business leader within a significant Massachusetts employer, I feel compelled to add my voice to those supporting the new runway at Logan Airport. The issues caused by delays at Logan have a significant and detrimental impact to my ability to do business from Boston. I personally am now far more inclined to drive out to Providence rather than suffer Logan. A logical conclusion being to locate to Rhode Island in closer proximity to a 'usable' facility. As an example, on 10 flights into Logan over a 10 week period I was delayed an hour or more on 9 (nine) occasions!

Further more as a resident of the greater Boston area I believe there are significant environmental benefits to the new runway, not the least of which is to reduce the concentration of noise in key corridors across the city and community.

I urge you to facilitate and expedite the new Runway at Logan.

Richard Wyatt

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Letter 386

Evaluate environmental impact! 1984

and Illustrated

(1) The noise control Act of 1972 called upon the Environmental Protection Agency to set standards for shielding the public from the adverse effects of too much noise

(2) Jet Engines produce noise levels 130 Db & above

(3) Piston Aircraft Engines produce 120 – 127 Db noise levels

(4) I have a degree in Physics & I cannot understand how more take offs & landings will produce less noise pollution! Perhaps ~~Mossbert has factored in~~ the ~~interest~~ of oil at about $50/barrel.

(3) Jet take off is 120 – 140 db

17 68

Encyclopaedia Britannica, Inc.

CHICAGO

(5) In the big big if people complain about noise, Bechtol provides noise reducing materials for their ~~neighbors~~ homes.

AUCKLAND • GENEVA

LONDON • MANILA

PARIS • ROME

SEOUL • SYDNEY

TOKYO • TORONTO

Noise Pollution

Noise pollution, a popular dictionary tells us, is "environmental pollution consisting of annoying or harmful noise (as of automobiles or jet airplanes)." Since the dictionary was published, there has been a widespread vogue of high-powered, portable tape machines that have made it possible for an individual so inclined to become a walking jukebox. Thus we see that one man's music may be another man's noise pollution. One thing that is clear is that each passing year sees the birth of new sources of racket—and of the necessity of fending off noise if we are not all to go mad.

Before the widespread use of powered machinery, which was made possible by the development of the steam engine, the internal-combustion engine, and, later, of abundant electric power, noise pollution was limited to the creaking of great wagon wheels, the crash of waterfalls, the cries of men, women, and children in crowded streets, and other fairly manageable sounds. William Mann, a British music critic, has suggested that as of 1787, the opening chord of the overture to Mozart's *Don Giovanni*, a D-minor chord played by the full orchestra, fortissimo, at the opera's premier in Prague, was the loudest sound ever heard by human ears. (The critic apparently was not taking into consideration such man-made noise as massed artillery explosions.)

Today, the greatest general sources of noise pollution are heavy-duty vehicles, construction machinery, and factory machinery. The earsplitting blast of jet aircraft taking off and landing has been one of the worst forms, and in cities around the world noise pollution from increasingly heavy mass transit and cargo road vehicles is also a growing problem. City residents traveling by underground trains must put up with near-painful levels of noise. And anyone who lives in a large modern city knows only too well what thunderous noise can be forthcoming from a building site.

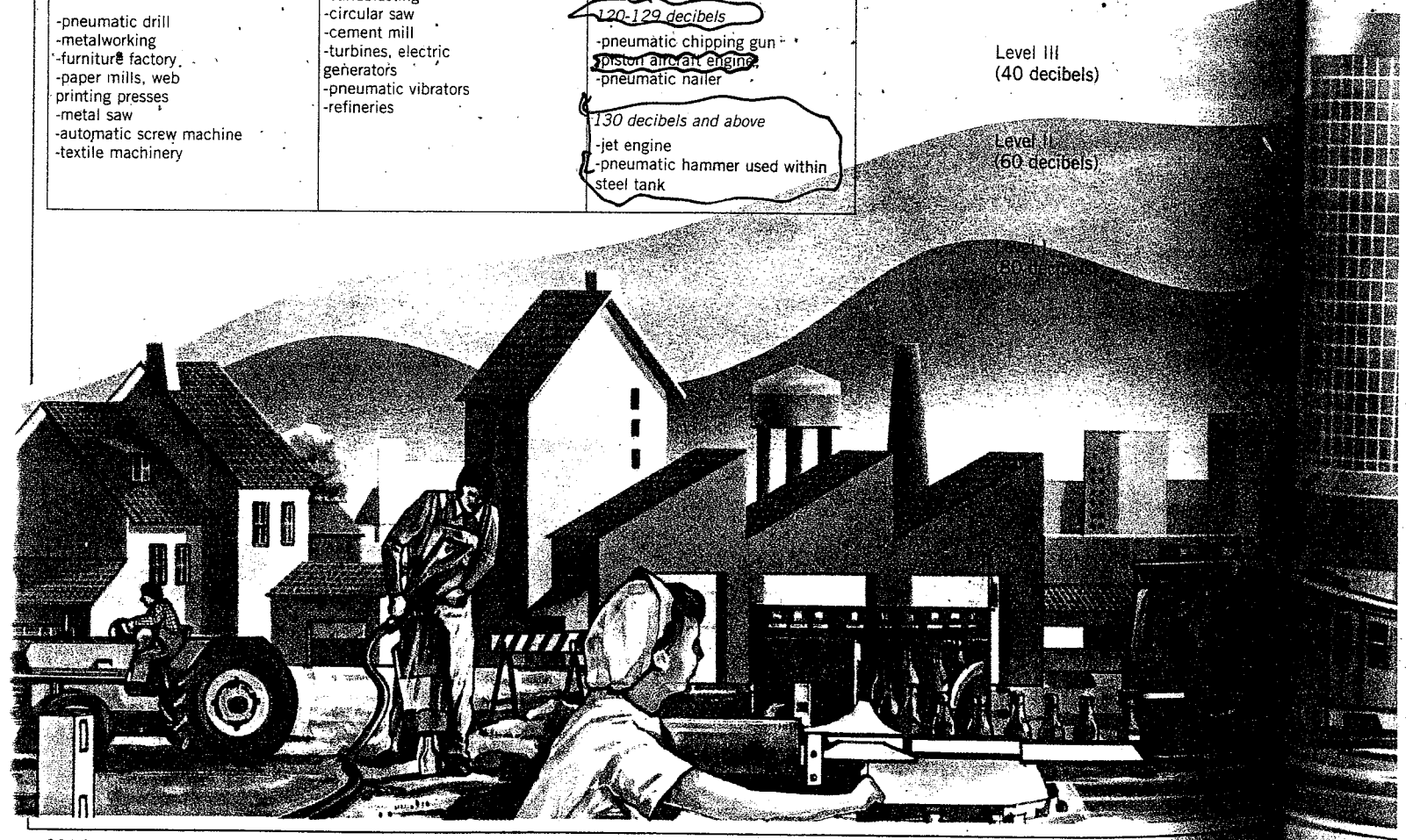
The intensity of noise is measured in decibels. A decibel scale gives the rustle of leaves or a whisper (the faintest audible sounds) as a sound whose intensity is less than 1 decibel; the noise of an average modern office is measured at 50 decibels, which, however, is about 100,000 times more intense than the whisper. Heavy traffic or a pneumatic drill delivers approximately 90 decibels, which is 1,000 million times more than the faintest audible sounds. A nearby jet engine, which is about as noisy as things ever get, is measured at about 120 decibels, a million million times louder than the faintest sounds.

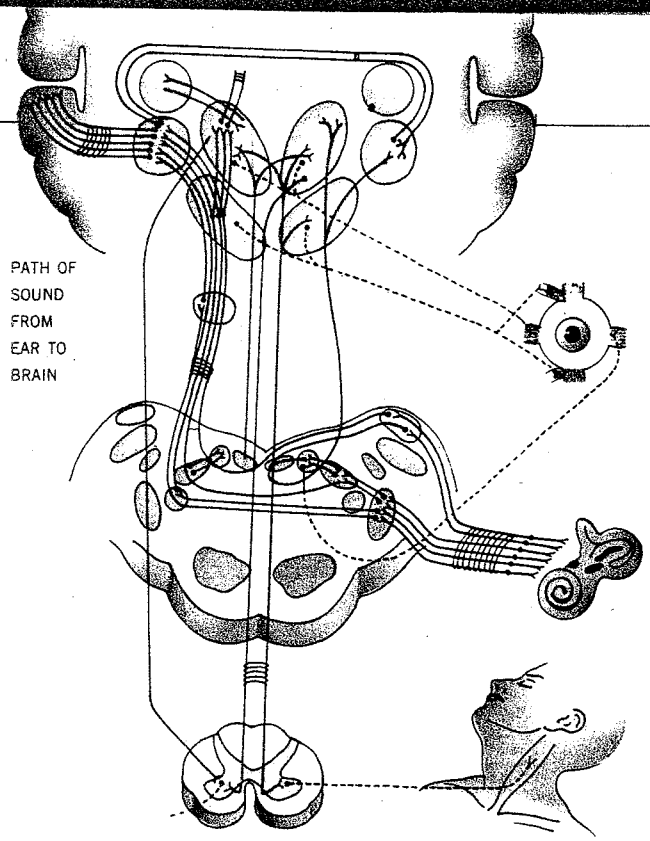
Harmful Effects

The most urgent objection to noise pollution is that it is gravely unhealthful. At about 85 decibels, a sound level a little less intense than that of heavy traffic, damage to the sense of hearing can result. At 45 decibels, most people find that they cannot sleep. Actual pain sets in at about 120 decibels. The highest yield of decibels that people voluntarily seek out is the intensity of highly amplified rock music, and doctors have found that, a generation after the beginning of the fad for music of this type, an alarming number of young people have suffered measurable damage to their hearing.

WORKPLACE NOISE LEVELS

80-90 decibels	*100-109 decibels*	*110-119 decibels*
-machine shops -compressors, paint sprayers -planing machine	-metal pouring, shaping -pneumatic press -metal foundries in general -automatic wood lathes -automatic nailing guns -sandblasting -circular saw -cement mill -turbines, electric generators -pneumatic vibrators -refineries	-sheet-metal bending machinery -testing internal-combustion motors -cutting machines with tempered blades
90-99 decibels		*120-129 decibels*
-pneumatic drill -metalworking -furniture factory -paper mills, web printing presses -metal saw -automatic screw machine -textile machinery		-pneumatic chipping gun -piston aircraft engine -pneumatic nailer
		130 decibels and above -jet engine -pneumatic hammer used within steel tank





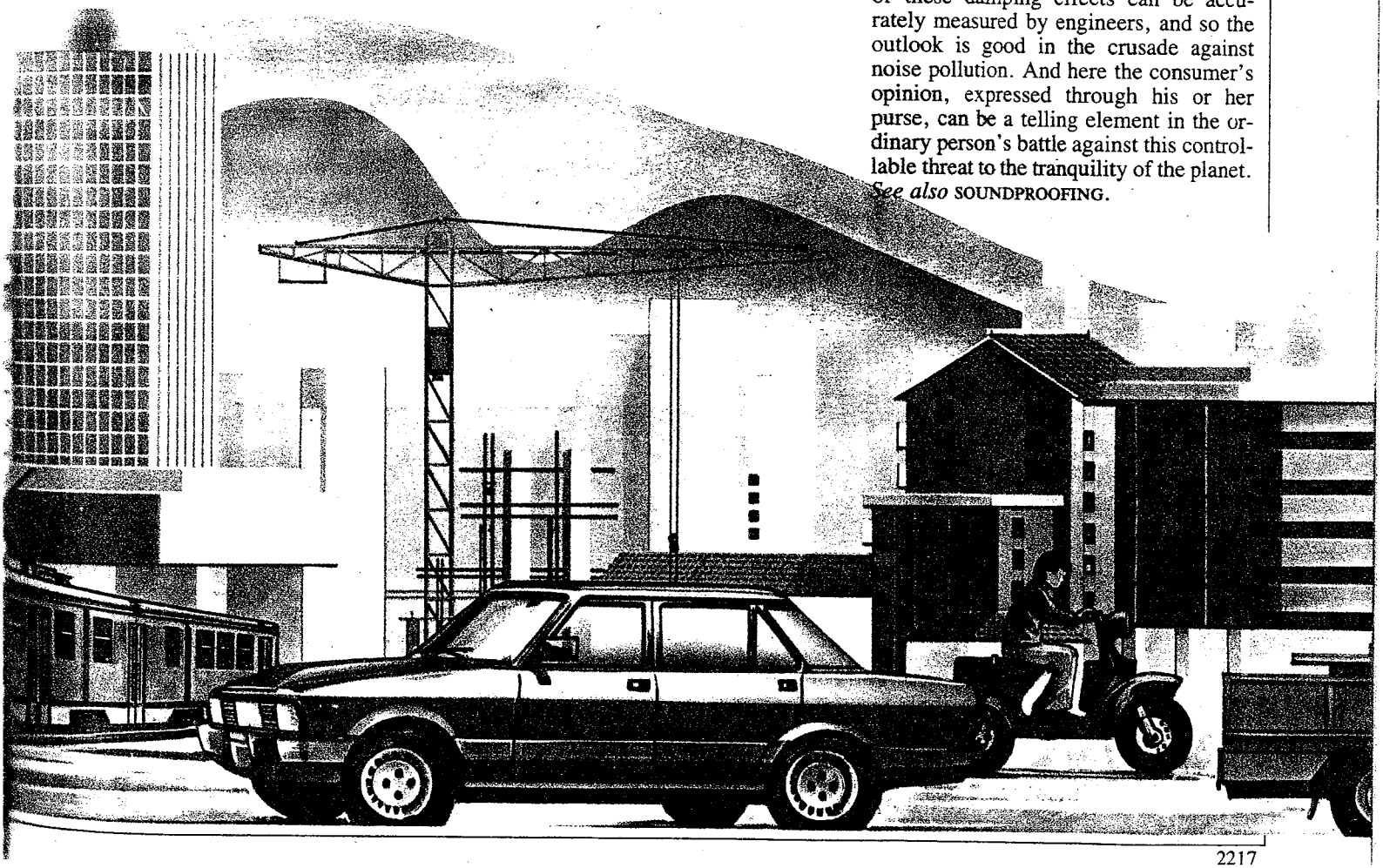
Below: In graphic form, levels of noise pollution in urban and rural environments. The countryside is quieter because noise sources are more widely dispersed and because the acoustic effects of open space and a carpet of plant growth tend to dampen sounds. *Above:* Sustained noise pollution can cause permanent damage to the nervous tissue linking the ear to the brain, as shown in the diagram.

Damage to the ear is not the only bad result of too much noise. Besides such obvious complaints as the inability to sleep and a feeling of irritation, researchers have linked noise pollution to such psychosomatic complaints as indigestion, stomach ulcers, heartburn, high blood pressure, and maybe even heart disease. Variations in test results on the endocrine system, the nervous system, and cardiovascular functions have been traced to excessive exposure to high-decibel noise levels. And quite aside from laboratory tests, almost all humans are able to notice stress effects in their everyday lives.

What Is Being Done

In recent years, much has been done on government and industrial levels to control noise pollution. In the United States, the Noise Control Act of 1972 called upon the Environmental Protection Agency to set standards for shielding the public from the adverse effects of too much noise. Competition in the marketplace has led many manufacturers to reduce the noise levels of their products, especially in the aircraft and transport industries, and quietness is often a leading selling point. Noise produced in the normal functioning of many items can often be limited by various types of acoustic insulation. All of these damping effects can be accurately measured by engineers, and so the outlook is good in the crusade against noise pollution. And here the consumer's opinion, expressed through his or her purse, can be a telling element in the ordinary person's battle against this controllable threat to the tranquility of the planet.

See also SOUNDPROOFING.



SMITHSONIAN

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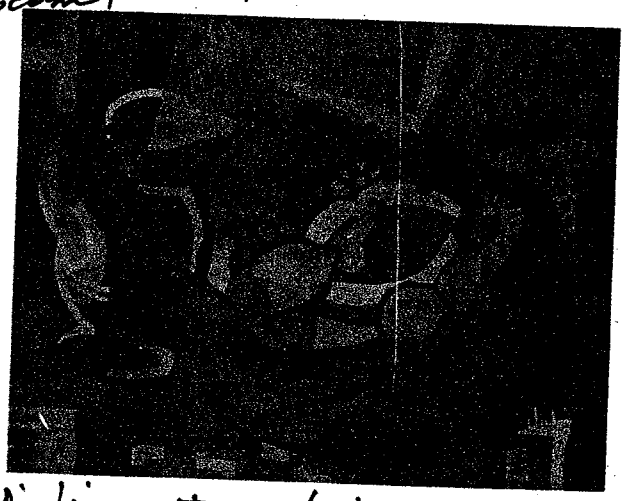
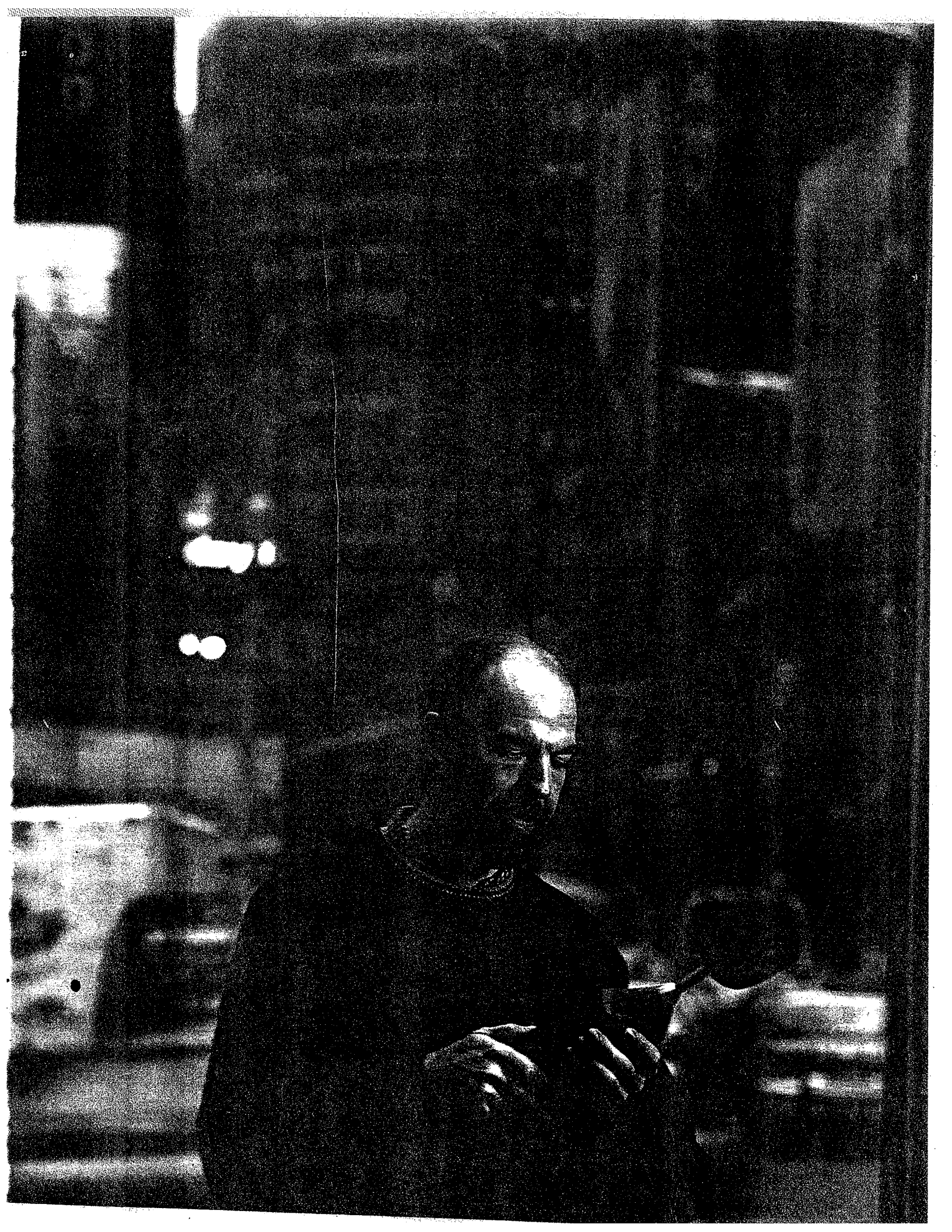




"SECRET LABORATORY OF DR. DECIBEL," READS THE HAND-LETTERED SIGN TAPED TO LES Blomberg's office door at the Noise Pollution Clearinghouse, in Montpelier, Vermont. It was inspired by a Boston friend's telephone call, suggesting the organization create its own comic book superhero. College and high school interns put up the sign. Blomberg, the nonprofit organization's director, was inside his office at the time, oblivious to the tittering outside because he was fine-tuning sound levels on a CD recording he had made—ultra-large dump trucks, construction-site air compressors, jackhammers, that sort of thing. Blomberg's CDs go to noise-beset citizens so they can show officials their precise daily dose of acoustical irritant.

Combating noise is not the usual cartoon-hero derring-do. But in our society noise often is a protected monster. Regulations may be weak. Or noisemakers argue quieting down would be too costly. Sufferers desperately searching the Internet stumble upon the clearinghouse's site, www.nonoise.org. They call or write or e-mail—"I am writing to you at 2:30 A.M. because I was awakened by leaf blowers and I am so angry . . ." "I am dealing with a large lumber company which installed a new drying kiln a few months ago, and operates it 24 hours a day, 7 days a week. I live in a very rural area . . ." "Recently the level of airplane traffic over our home has increased to an intolerable level. I have become depressed . . ." "Now, the interstate has a constant roar that comes toward the school. We can't teach outside. The children seem to have trouble with attention. They also seem to be agitated all the time . . ." "Over the past four months our home has been assaulted by the throbbing bass of our downstairs neighbor's stereo. Asking, pleading, and mediation have not worked . . ."

The clearinghouse responds with data and noise-fighting information, such as how to approach officials, or how to organize a neighborhood. To the beleaguered, it seems as if a buff dude in blue tights flew in, red cape billowing. A typical reaction: "Just to know that someone has taken the time to do research such as this allows me to feel not so alone." So think of Les Blomberg as the brainy, physics-savvy, but vincible, protector of the noise oppressed. Think of him as that limited-budget battler of rogue sound waves, Dr. Decibel!

Right now our superhero is standing at the corner of Lexington Avenue and 42nd Street, in Manhattan, aiming what looks like a TV remote control toward the Chrysler Building, more or less. It is smoggy and humid this afternoon, and wilted New Yorkers hurry by oblivious to Blomberg, although the sound meter he holds looks like, maybe, a detonator—hey, this is New York. And Blomberg, who is 39, his remaining dark-brown hair pulled back in a ponytail, wearing a pine-green shirt, khaki trousers and hiking boots, looks unthreatening. In fact, his trimmed beard and mustache frame an engaging grin that expresses the good-natured exuberance normally associated with, say, a Labrador retriever. He adjusts a knob as a corrections department bus with prisoners inside whooshes by, then peers appraisingly at a dial.

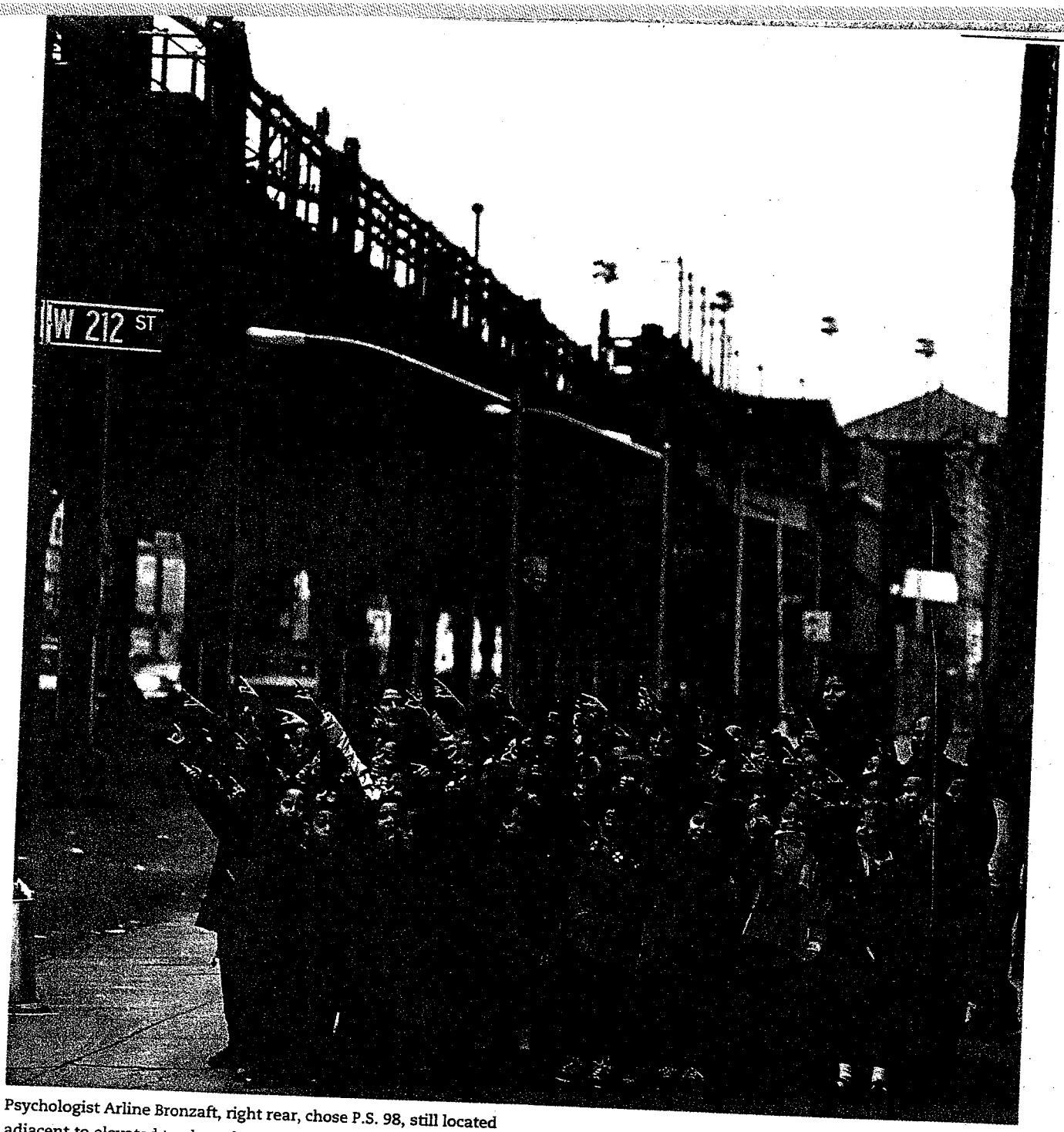
> Noise becomes really annoying at about the 55 to 65 decibel range. And every 10-decibel increase represents a doubling of the loudness.

"OK, that was 78 decibels," he announces. Noise, most people find, becomes really annoying, he says, at about 55 to 65 decibels. Every 10-decibel increase represents a doubling of the loudness. So this Manhattan corner's loudness is four times the annoying level, a real pain in the tympanum.

Blomberg is counting decibels today in the city that is arguably our national noise-pollution capital. This corner's 78 decibels, for instance, makes it louder than most alarm clocks. But now a moving van's driver hits the brakes. Blomberg checks his meter: "That's over 90 decibels." It is like putting your ear next to an exceptionally loud vacuum cleaner. To be heard above the corner's engine whine and hissing air brakes and bicycle-tire hum and siren whoops, Blomberg finds he is compelled to raise his voice.

"We advise people every day, but usually from afar, so it's incredibly valuable to visit these people and experience their problems," he yells, somehow maintaining his benevolent grin. "Let's get on the subway downtown—I have to check on a new kind of noise pollution that we are calling Internet Buzz."

As the 7th Avenue Express rattles southward through its tunnel, Blomberg, hanging onto a metal strap, switch-

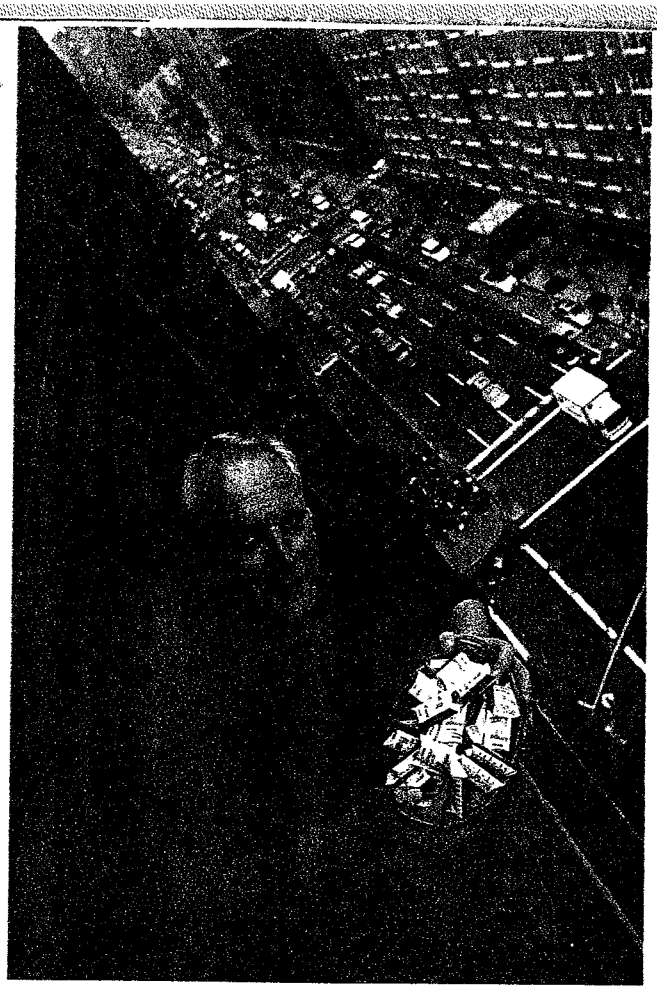


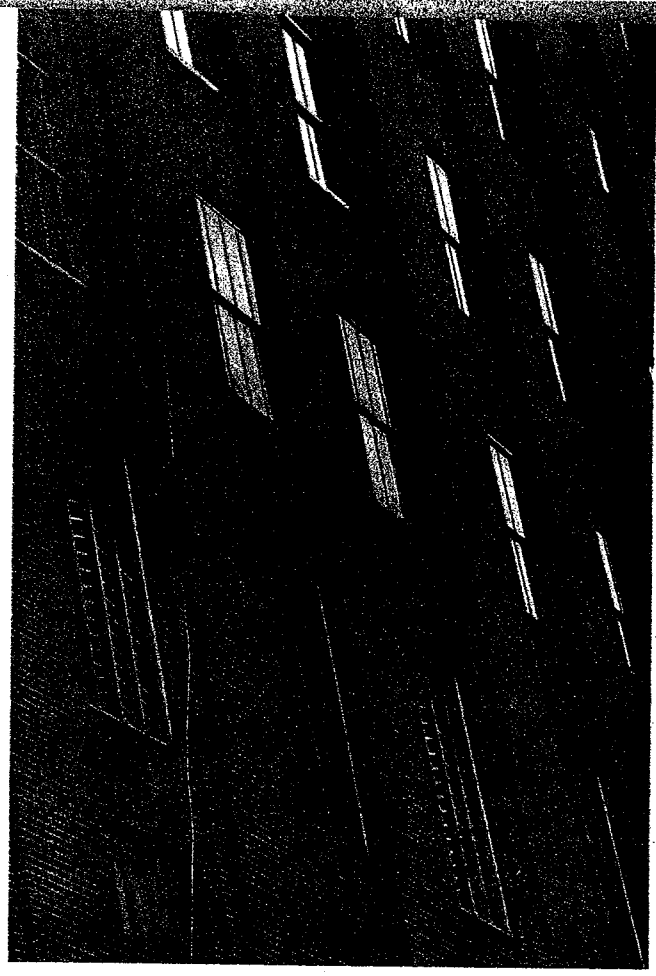
Psychologist Arline Bronzaft, right rear, chose P.S. 98, still located adjacent to elevated tracks today, as a site for noise research.

es on his sound meter with his free hand. "It's 80 decibels, just riding along in here," he says. A passing train registers 85 decibels: sustained exposure at that level, he says, can induce hearing loss.

Blomberg can cite lots of unsettling noise data. According to the U.S. census, for instance, Americans' number one neighborhood complaint—above crime, traffic and poor public services—is noise. Every day more than 138 million Americans experience noise levels the U.S. Environmental Protection Agency (EPA) rates as annoying and disruptive. Among city dwelling Americans, 87 percent are exposed to noise so loud it has the potential to degrade hearing capacity over time. But you will not necessarily find peace in the suburbs or countryside either, not with the onslaught of leaf blowers, snow blowers, lawn mowers, chain saws, snowmobiles, powerboats and all-terrain vehicles. Because of airplane and helicopter overflights, the natural quiet is now preserved in only 7 percent of Arizona's Grand Canyon National Park and nowhere in Hawaii's Volcanoes National Park.

Meanwhile, researchers have demonstrated that noise can raise your blood pressure and change your blood chemistry. For instance, adrenaline levels can rise, indicating the imposition of stress. Noise is also the leading cause of hearing loss: in the United States, exposure to excessive noise has made some 10 million of us at least a little deaf.





Tom Bernardin displays earplugs he uses to fend off noise, such as the roar from computer-cooling vents (grated windows, right).

"Noise is unwanted sound," Blomberg points out. "And 'noise' comes from the Latin word for 'nausea.'"

Most sources of annoying noise are increasing. Blomberg cites recent U.S. Department of Transportation statistics. For instance, according to certain calculations, in 1997 personal automobile traffic was 360 percent of 1960 levels, and large truck traffic was 430 percent. Airliner travel in 1998 was 600 percent of 1960 levels, and air cargo was up a whopping 2,460 percent. Meanwhile, Blomberg says, we have new noise sources: "In 1960 there were no boom boxes, no boom cars, no leaf blowers, no jet skis, no car alarms and hardly any snowmobiles."

Vanished noise sources? "I can only think of the doorman's whistle," says Blomberg. America's revulsion with its own increasing racket, he says, led to his organization's founding in 1996, funded by such contributors as the Rockefeller Family Fund.

Blomberg exits the subway in lower Manhattan in his guise as Dr. Decibel, armed with a high-tech sound meter. "But I have to be Miss Manners too," he maintains. That is because he sees two underlying noise-pollution issues: "Sovereignty—who owns the air? And civility—how do we treat our neighbors?"

Internet Buzz straddles both issues. Blomberg strides along Hudson Street to a salmon-colored building. Last night he camped in an apartment facing this building to measure how much of its noise assaults neighbors. He also plotted strategy with neighborhood residents and their attorney, because this building emits a constant buzz.

"See, on the first and fourth floors, every window has been replaced by vents, all making noise," Blomberg says, aiming his sound meter. Inside the building, telecommunications multinationals and dot.coms have installed computers that control their operations. Each computer room requires a big cooling unit, which is blowing its exhaust—and its buzz—out the window. "It's 70 decibels here on the sidewalk, and that's how loud it is outside the apartments across the street, all day, all night," observes Blomberg. A normal home reading is about 25 decibels.

City ordinances are unclear. Do proscribed noise levels apply to individual cooling units? Or do they apply to the building's collective noise? Also, the banned decibel levels vary according to the sound's frequency. "People say, give me one number and tell me if it's a violation or not, but regulations often have variable numbers and different scales, and the complexity hinders enforcement," Blomberg notes. "Yet, if you had just one decibel level, you might have a buzz below that number, legal, but still unbearable."

Blomberg and his $10,000 noise meters are helping Hudson Street dwellers decide whom to file complaints against: Firms leasing space inside the building? Or the building's owners?

Next stop: the 7th Avenue and 14th Street apartment of author Tom Bernardin (*The Ellis Island Immigrant Cookbook*), founder of Friends Against Noisy New York

(FANNY). Yesterday Blomberg affixed sound meters to the facade of Bernardin's building to record 24 hours of New York noise. Now he peers at the digital readouts as Bernardin looks on. "The background here is 73.3 decibels," Blomberg says. That is about the level of a ringing telephone. Blomberg's meter has stored 24 hours of data in its built-in computer, both background noise and loud spikes. "Here's a spike of 104 decibels at 2:30 A.M., probably a siren or car alarm," Blomberg points out. "Here's one off my screen, louder than 110 decibels!"

Bernardin, who buys earplugs by the boxful, will present Blomberg's data to city officials. He wants to convince them to begin noise-cutting steps. For instance, the city could specify quieter buses. Blomberg notes that in Europe, trucks and buses can be only half as loud as vehicles conforming to U.S. regulations. Next on the agenda, he adds, should be noise limits for air conditioners. "If the background din dropped, police cruisers and fire trucks and ambulances wouldn't need such loud sirens," he says.

Bernardin, a former teacher who was a National Park Service guide at Ellis Island, where he relished the silence, gazes sadly out his windows at the Greenwich Village traffic roaring by. "This apartment has wraparound sound," he laments. In a guidebook, he finds a reference to an early 1900s socialite who founded the Society for the Suppression of Unnecessary Noise. "That was almost a century ago," he muses. "And the unnecessary noise is still unsuppressed."

Walking to a meeting, Blomberg and Bernardin spot a blue-suited executive clasping his hands over his ears. "Even in a wealthy neighborhood, we're creating acoustical slums," Blomberg says. Bernardin points out drivers operating remote car-door openers, making their cars toot. But here is a hitherto undiscovered noise source: a trailer truck offering curbside document shredding, accomplished via a churning and a thumping. "That's over 90 decibels," Blomberg announces. "It's louder than a . . . " But the churning drowns him out.

They arrive at the restaurant designated for the meeting Blomberg calls a New York Anti-Noise Summit. Economist Charles Komanoff, who coauthored a Noise Pollution Clearinghouse study on jet ski noise, reports he recently asked an audience: Noise pollution, or air pollution, from cars—if you could get rid of only one, which would it be? "A majority said noise," he says. "In my analyses, the costs from automobile air pollution are higher, but people are more bothered by noise from cars."

Also at the meeting is noise-consultant Arline Bronzaft, professor emerita of psychology at City University of New York and an adviser to the city's League of the Hard of Hearing. She authored a groundbreaking study on noise's impact on children's learning.

Bronzaft, appointed by the mayor's office to a committee on transit complaints, decided to test a public school next to the elevated train tracks at 212th Street and Broadway. "A train went by for 30 seconds every 4.5 minutes; the noise level in classrooms on that side of the building reached 89 decibels," Bronzaft recalls. By the sixth grade, students in these noisy classrooms, demographically identical to students on the school's opposite—quiet—side, lagged a year in reading ability. Bronzaft's report prompted the installation of noise-hushing rubber pads on tracks by the school and acoustical ceilings inside. Result: noise inside the affected classrooms was reduced by 6 to 8 decibels. "When we did the study again, to my great surprise and happiness, the children were all reading at the same level," reports Bronzaft. (Today noise levels at P.S. 98 again present problems: the trains, older by more than 20 years, have grown creakier, and noisier, over time.)

Specialists who trek to remote sites to record phenomena such as birdcalls report that not even the North Pole or the Amazon is free of unnatural noise.

Two hot issues are on this meeting's agenda—Internet Buzz and proposed new federal airport noise policy. The discussion becomes—is it fair to say?—noisy.

A few hours later, en route to Grand Central Station and his train home, Les Blomberg stops for a soda. In mid-quaff, he says: "Make noise unto others as you would have others make noise unto you!"

Even if the Noise Pollution Clearinghouse's three full-time staff members, and five part-time workers, and assorted interns, and all the noise-troubled people who call for help, actually wanted to move to a deserted area, they would be out of luck. Specialists who trek to remote sites to record birdcalls and other natural sounds report that not even the North Pole or Antarctica or the Amazon is now free of unnatural noise, such as the roar of airliners or the buzz of chain saws.

Daimon Meeh, 14, corresponded with the governor to protest speedway noise near his New Hampshire farmhouse.

Les Blomberg, born in 1961, grew up in the suburbs of St. Paul, Minnesota, where his parents owned grocery stores. In high school, he recollects, he took "boom box speakers outside to entertain myself. I wasn't overly polite," he confesses. "I was a teenage boy, which shows there is hope, that people can learn."

He completed a degree in mathematics at the University of Minnesota and went on, graduating in 1993 from the University of Colorado with a master's degree in environmental ethics. In 1994 he and his partner, Brenda Hausauer, took on a joint assignment for the State of Vermont, writing a state energy plan. They were living in a downtown apartment in Vermont's tiny capital when Blomberg became a noise activist.

On many a morning at 4:00, down Blomberg's narrow lane, the town's solitary street sweeper roared. Blomberg campaigned to convince officials that a city of 8,000 did not need wee-hours downtown mechanized street sweeping. Marshaling volunteers, he proved brooms outperformed the machine. Finally—the clincher—he offered to record the downtown sweeper's noise and, at the appropriate hour, precisely reproduce it outside the officials' suburban homes.

News of Blomberg's work reached Harriet Barlow, director of the Blue Mountain Center, an artists' retreat in New York's Adirondack Mountains. She disliked noise. With a $50,000 grant, she started the Noise Pollution Clearinghouse. And she decided that Blomberg, trained in mathematics, physics and environmental philosophy, was just the fellow to head the new organization.

Dawn on Nantucket Island. Les Blomberg stands on a lawn, aiming his sound meter toward the Atlantic. He stands among gray saltbox cottages, some dating to the 1600s, buried in blue hydrangeas and yellow sunflowers, pink roses growing over their roofs. Nantucket is 16 miles long and about 6 miles wide, bigger than Manhattan. But its population is only 9,000, expanding to 60,000 in the summer. Noise? There is the ocean's rhythmic whoosh. Song sparrows. Goldfinches. Mourning doves. "OK," Blomberg says. "Here comes the first one."

At 6:03 A.M. an airplane flies over. "That's 58.4 decibels," Blomberg reports. At 6:07 A.M. another plane flies over, and another at 6:11 and again at 6:12, and at 6:16, 6:17, 6:18 . . .

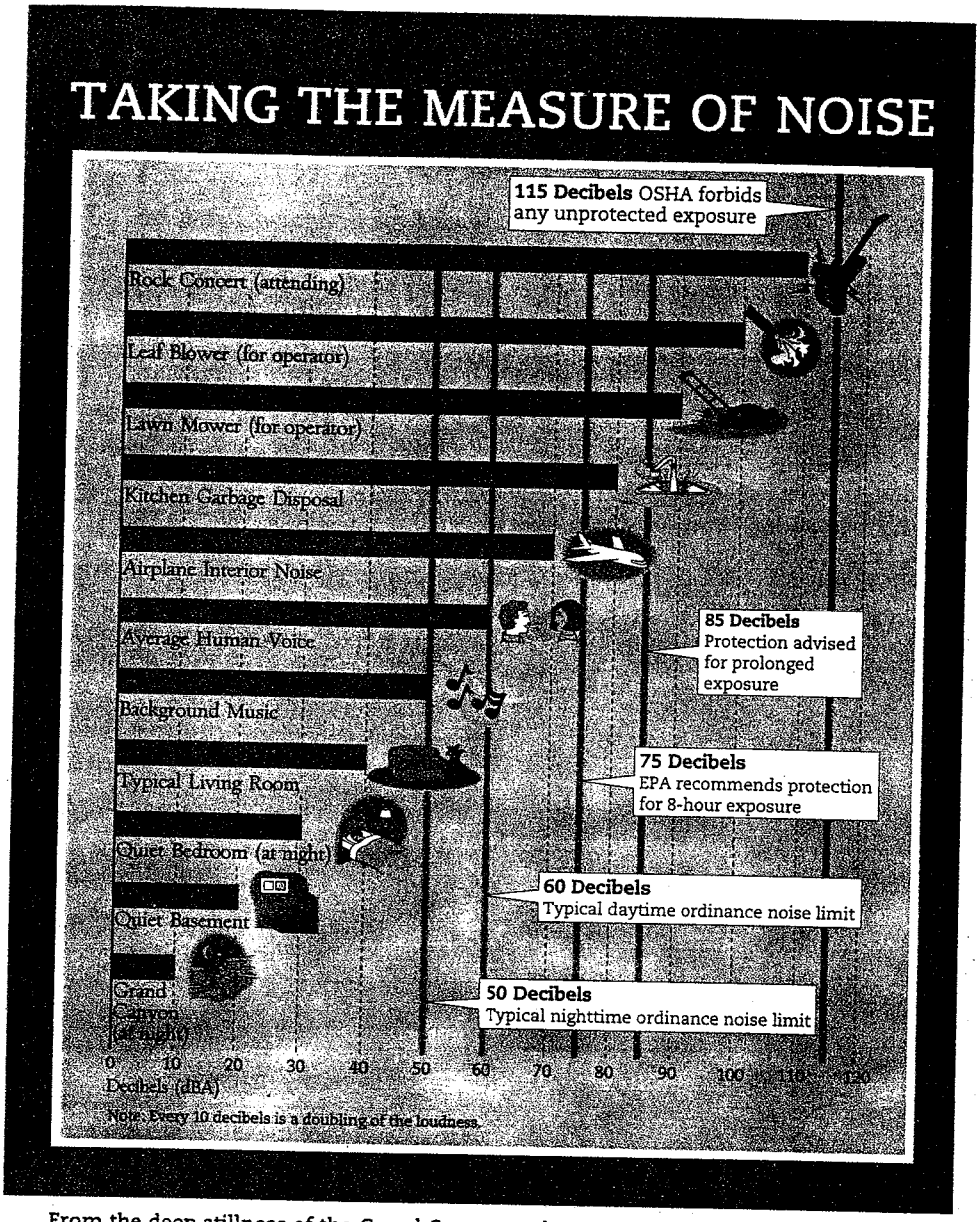
Later, Blomberg drives to the epidemic's source, the island's little airport, with his host, Wade Greene, formerly a *New York Times Magazine* editor, now an environmental consultant to philanthropies. Greene also operates Wade Cottages, a vacation compound he created from his grandfather's summer home. He believes that airplane noise is going to hurt Nantucket tourism. Island stays are expensive. Vacationers value quiet. So do those who can afford a summer place here, where houses average $750,000 or more.

"Mainly we're dealing with two-engine Cessna 402 shuttle planes that fly to Hyannis, but there are private planes, too, and corporate jets," Greene is explaining. He points out a parked pickup's bumper sticker: "It Used To Be Nicer In Nantucket." Right now 26 airplanes are taxiing or waiting. Their noise is, literally, deafening. "You can get to this island only by ferry or by plane, and air traffic here is doubling every five years," says Greene. "This little airport is now the second busiest in all of New England, and sometimes the island of Nantucket has more flights coming and going than Boston's Logan Airport."

Blomberg is here to study Nantucket's noise dilemma. Greene contends many pilots ignore an agreement to fly one mile offshore. Blomberg shrugs. He calculates one mile is not enough: the planes should fly five to ten miles out.

Usually people affected by airliner noise have little political clout, Blomberg observes. "But here you can actually talk with aviation officials, and here the solution is simple—push the airplanes out to sea." He maintains: "If you can't do it on Nantucket, no place can do it."

Blomberg has also investigated the plight of the noise-beset residents of Loudon, New Hampshire. Today he sets up his equipment on a tripod in an immaculately kept gray ranch house's macadam driveway. "That's 78 decibels," he announces. Tom Early, the house's owner, a retired airline pilot, gray haired and gray mustached, looks on glumly. From his driveway you can see only his precisely trimmed lawn and white birches and one other home. But the roar from the New Hampshire International Speedway, a stock-car racetrack, seems to blot out everything. "That just hit 82 decibels," Les Blomberg says, eyeing his instruments. He notes that a typical city noise restriction for daytime is about 60 decibels, more than four times quieter. "At night they'll have rock bands," Tom Early says, shaking his head. "Louder than hell. And they have fireworks. And they fire off cannons."


TAKING THE MEASURE OF NOISE
115 Decibels OSHA forbids any unprotected exposure
Rock Concert (attending)
Leaf Blower (for operator)
Lawn Mower (for operator)
Kitchen Garbage Disposal
Airplane Interior Noise
Average Human Voice
Background Music
Typical Living Room
Quiet Bedroom (at night)
Quiet Basement
Grand Canyon (at night)
85 Decibels Protection advised for prolonged exposure
75 Decibels EPA recommends protection for 8-hour exposure
60 Decibels Typical daytime ordinance noise limit
50 Decibels Typical nighttime ordinance noise limit
0 10 20 30 40 50 60 70 80 90 100 110 120
Decibels (dBA)
Note: Every 10 decibels is a doubling of the loudness.

From the deep stillness of the Grand Canyon to the ear-assaulting din of a rock concert, a complex range of sounds underlies our everyday experience.

Mufflers might be a solution. But Blomberg believes the real issue is that noise can increase the secretion of adrenaline in humans, perhaps because our distant ancestors associated loud sounds, like a lion's roar or a baby's scream, with danger. The greater the sound, the greater the adrenaline rush. Blomberg theorizes that racetracks prefer to be as loud as possible because it excites the fans. "That's why exercise classes crank up the decibels, and rock bands, and action movies," he observes. "In effect, noise becomes a drug they're pumping out and into you."

Later, Blomberg visits Daimon Meeh, 14, who shows him a letter he sent to New Hampshire's governor, along with a CD recording he made just outside his farmhouse of the racetrack's roar. "I don't remember a time when I didn't have to listen to the noise of New Hampshire International Speedway (NHIS) in Loudon," Daimon wrote, noting the track's growth: "As the noise of the racetrack grew increasingly louder, people in my town got more and more annoyed." He analyzed for the governor the noise's steady increase over the years and the economic effects. Despite his efforts, a solution has not yet been achieved.

Letters to the governor seem to be in the air. Stopping back at Tom Early's house, Blomberg finds the retired airline pilot irritated. "I'm just sending a letter off to the governor, and I told her I vote too," Early says. "Last night we were in here with the windows closed, trying to watch *My Fair Lady* on TV, and sometimes we couldn't hear it because the noise from the track was so loud."

When the Noise Pollution Clearinghouse's communications director, attorney Vicky Parra Tebbetts, checks the e-mail, mainly she finds messages like this: "Finally a thread of hope! Thank you so much for your help!" Or a New Jersey mayor seeks assistance deciding about 120-decibel alarms the volunteer fire company has set up in residential neighborhoods. From Japan comes a request for help—U.S. fighters flying low over Hiroshima suburbs. A musician writes from Hawaii: "It's the worst of situations—here in paradise! Five days a week we pay 2 gardeners to use an artillery of weed-wackers, lawn mowers and blowers, powered saws etc. to drive us nuts." From California, the Hollywood Heights Association seeks help dealing with news helicopters hovering overhead during movie premieres. And there is this: "We have been battling a neighborhood noise bully who has about 250 roosters on his 2 acre lot." As mottoes go, the watchword adopted by the clearinghouse seems benign: "Good Neighbors Keep Their Noise To Themselves."

Richard and Joyce Wolkomir write from the peace and quiet of Vermont. Richard Howard is based in Winchester, Massachusetts.

JEAN WISENBAUGH/LINDGREN & SMITH

The World Book
Encyclopedia of Science

Physics Today

1987

World Book, Inc.
a Scott Fetzer company
Chicago

Sound

Terms, units and abbreviations
wavelength in meters (m)
time in seconds (s)
velocity in meters per second ($m\ s^{-1}$)
frequency in hertz (Hz) (equals cycles per second)
sound intensity in watts per square meter ($W\ m^{-2}$)
loudness in decibels (dB)

Sound consists of waves of alternate compression and rarefaction which transmit kinetic energy through a medium. If there is no medium, there is no sound; sound waves cannot pass through a vacuum. All sounds originate from vibrating objects, such as the vocal cords in the human throat, the skin of a drum, or the strings of a violin. The vibrations are then passed on through a medium — most commonly air — until they strike the ear drum; the ear converts the vibrations into nerve impulses, which pass to the brain where they are interpreted as sounds. Microphones are the other most common instruments of sound detection, and they work by converting sound waves into electrical signals.

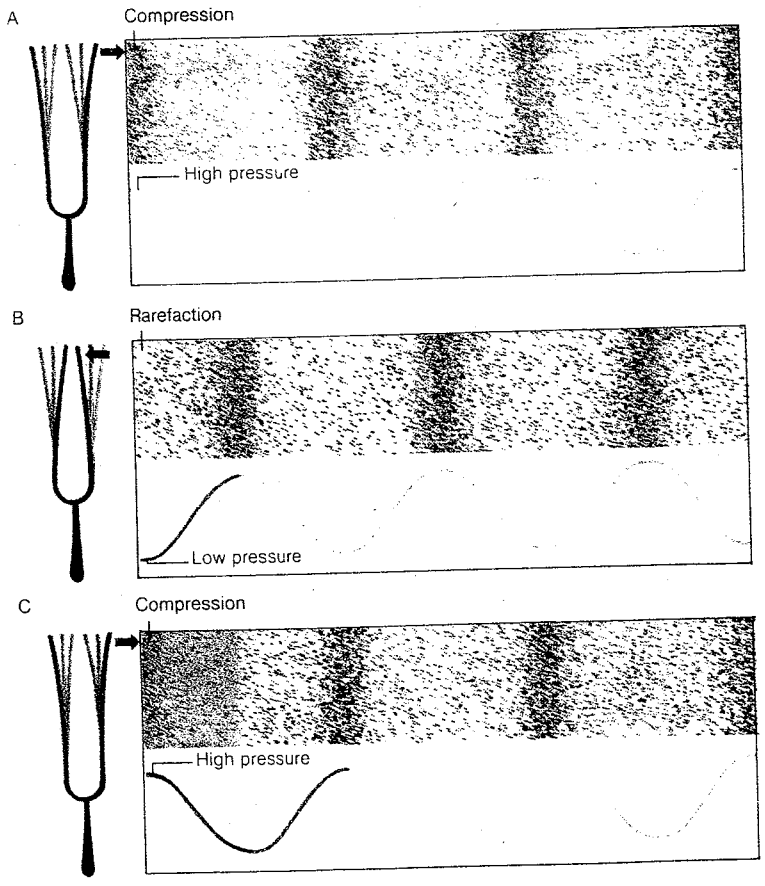
Waves and sound

There are two types of waves in physics: longitudinal and transverse. Sound waves are of the longitudinal type — that is, their vibrations take place in the same direction as they travel. The phenomenon of longitudinal wave propagation can be demonstrated with a long, large-coiled spring. When the spring is fixed at one end and the other end is moved backwards and forwards, alternating regions of compression (where the coils are bunched together) and rarefaction (where the coils are farther apart than normal) move along the spring.

Transverse waves are those in which the vibrations occur at right angles to the direction in which the waves travel — as happens, for example, when a length of rope is moved regularly up and down to give it a wave-like appearance. Ocean waves and light waves also travel by transverse propagation.

As with longitudinal waves along a spring, sound waves consist of a series of compressions and rarefactions. Consider sound waves generated by a vibrating tuning fork and passing through air. When each prong of the fork moves outward, it compresses the air; when it moves back, it allows the air to "stretch," or become rarefied. Hence each complete wave cycle is made up of one compression and one rarefaction. The wavelength is the distance between two adjacent points (or particles) that are in the identical phase of the wave's vibration — two points of maximum compression (or rarefaction), for example.

A sound wave consists of a series of alternate compressions and rarefactions of the medium through which it passes. The diagram below is a simplified representation of what happens to the air molecules (in the colored bands) near a vibrating tuning fork, with graphs of the associated pressure variations.



Frequency and intensity

Two obvious ways of distinguishing one "pure" sound (that is, a pure tone) from another are by their pitch and loudness. Neither property is a scientifically accurate notion, however. Pitch is a word used by musicians and is closely related to frequency; but it is a subjective term, whereas frequency can be measured physically. Similarly, loudness, closely related to a sound's intensity, differs according to the sensitivity of the hearer's ears, whereas intensity can be measured in exact physical quantities. (Real sounds are mixtures of many different pure sounds and also have a characteristic "quality," which can be assessed by detailed examination of the shape of a real sound's waveform.)

The frequency of a sound wave is the number of wavelengths that are completed in a given period of time. The universal unit of measurement is the hertz (Hz), which represents one wavelength, or cycle, per second. The human ear is sensitive to sound in the frequency range from about 20 Hz (a very low hum) to about 20,000 Hz (an extremely high whine). In musical terms, middle C has a frequency of about 262 Hz, although in physics it is sometimes assigned the exact frequency of 256 Hz. As people grow older, their ability to perceive high frequencies declines.

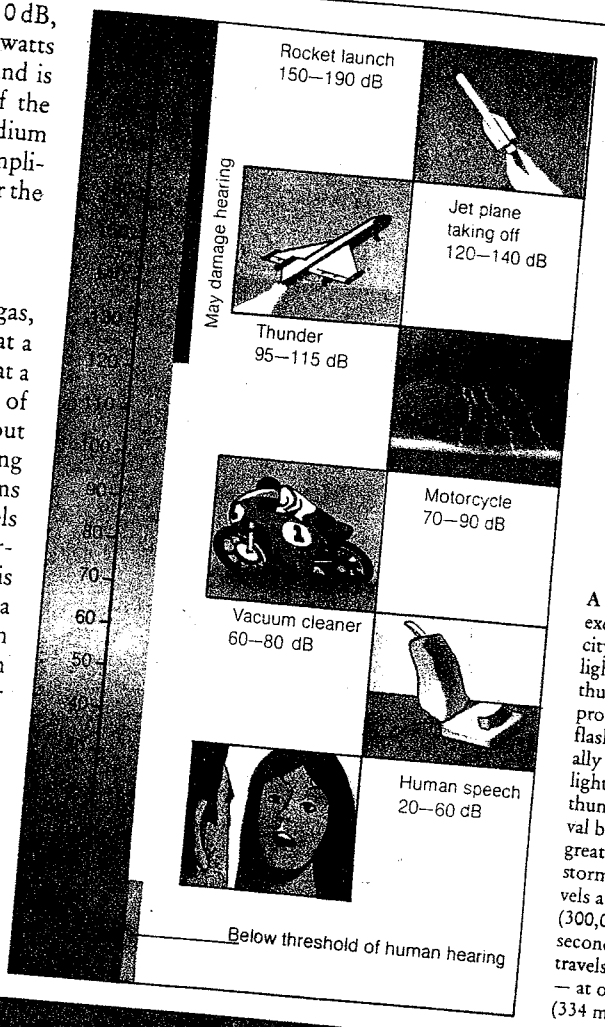
The intensity of sound is measured in terms of the amount of power that passes each second through a given area perpendicular to the direction of the sound wave. The intensity level is measured in decibels (dB). There is, however, no absolute decibel scale; it is a relative scale, based on an arbitrarily chosen level, which is usually set at the minimum audible intensity.

quency 3,000 Hz. (This minimum intensity, 0 dB, is defined as 10^{-12} watts per square meter — watts are units of power.) The intensity of a sound is related to the amplitude and frequency of the sound wave and to the density of the medium through which it passes. The greater the amplitude, the higher the frequency, and the denser the medium, the greater is the intensity.

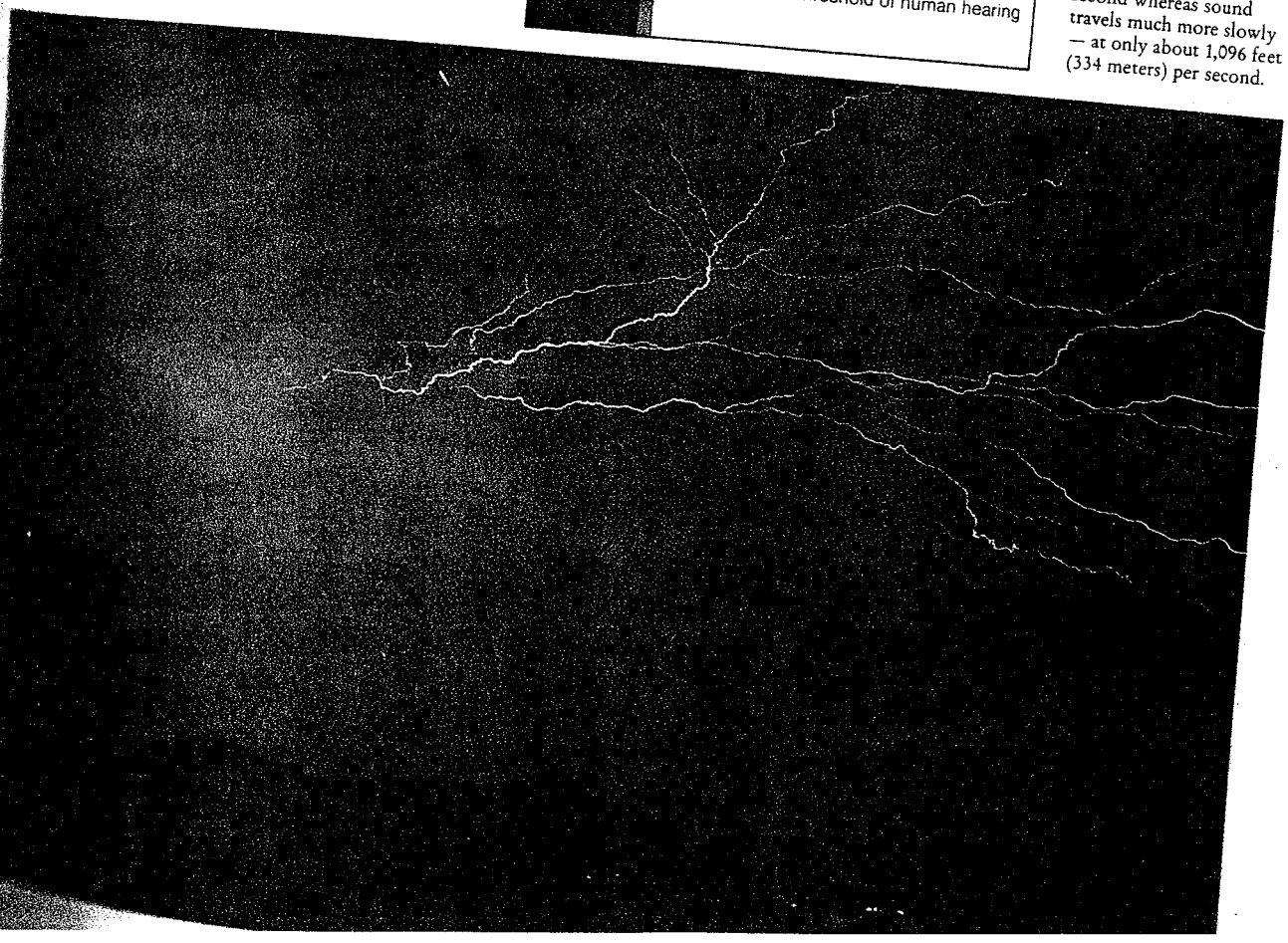
Velocity

Sound can be transmitted by any medium — gas, liquid or solid — and all sound waves travel at a constant velocity through any given medium at a constant temperature. For example, the speed of sound through dry air at 68°F (20°C) is about 1,096 feet (334 meters) per second. But depending on their elasticity and density, some mediums transmit waves faster than others. Sound travels through a solid such as glass or metal about fourteen times faster than it does through dry air. It is extremely difficult for sound waves to pass from a medium of one density to another of a much higher or lower density. Thus cavity walls, in which the waves must pass through brick then air then brick again, provide better soundproofing than do solid walls.

Anything that changes the density of a medium also alters the speed at which sound travels through it. Hence the velocity of sound is affected by temperature; as the temperature increases, the medium expands and its density decreases, with the result that the velocity of sound increases.



The power of a sound, perceived as loudness, is measured in decibels (dB). The decibel scale is a relative one, with an arbitrary zero point (usually taken as the lower threshold of human hearing). It is also logarithmic, so that a sound of 50 dB is ten times as loud as one of 40 dB, but 10,000 times as loud as a sound of 10 dB.



A thunderstorm (below) exemplifies the great velocity difference between light and sound. A clap of thunder is the shock wave produced by a lightning flash, so both occur virtually simultaneously; but lightning is seen before thunder is heard (the interval between them being greater the farther away the storm is) because light travels at about 186,000 miles (300,000 kilometers) per second whereas sound travels much more slowly — at only about 1,096 feet (334 meters) per second.

What do we do if there is an inversion for a couple of weeks?

In my garden & the wind is off the water I hear airplanes. I try to identify them (that is, Propjets, Jets with engines in front or back. Usually engines in the back make more noise than front end Jet engines. That is during the week when they are in a hurry to gain altitude!

Air Pollution moves inland!

Any engine that burns fossil fuels produces air pollution

Atmospheric

Airplane fossil fuels

Phd in Toxicology

Air Pollution

I have been a member for community Boating more than 30 years. Many days no wind. there is at 6 PM wind off dock 0° an on shore wind 0°. Aircraft Air Pollution goes to the city.

I have experienced the wind on the dock, off the dock, & from one side or the other! & Mass Port worries about Northwest winds!

Boston Elevated Railway had plans for expanding. The MBTA has yet to implement everything. Robert

Northwest winds

I worked for the NY, New Haven & Hartford RR in 1952 & 1953 the Yankee clipper & the Merchants Limited required them to NY with a 15 minute stopover in New Haven! Time limit

Since I come here early this afternoon I didn't come here to attend a political rally. I have to watch my 3 year old grandson self extinguishing cigarettes! tomorrow. If the politicians want to reduce air pollution, let them end forced busing for most of that. MDC & Legislature to blame. in Boston. It cost about 5 billion to clean Boston Harbor. The federal govt should have paid

17 68
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Atmosphere

It is easy to take the Earth's atmosphere for granted. It is invisible, tasteless, and—in the best of circumstances—odorless and unpolluted. Yet, its nurturing blanket of gases provides the air that man and other animals breathe, and its gases allow plants to photosynthesize. It is essential to all life on earth.

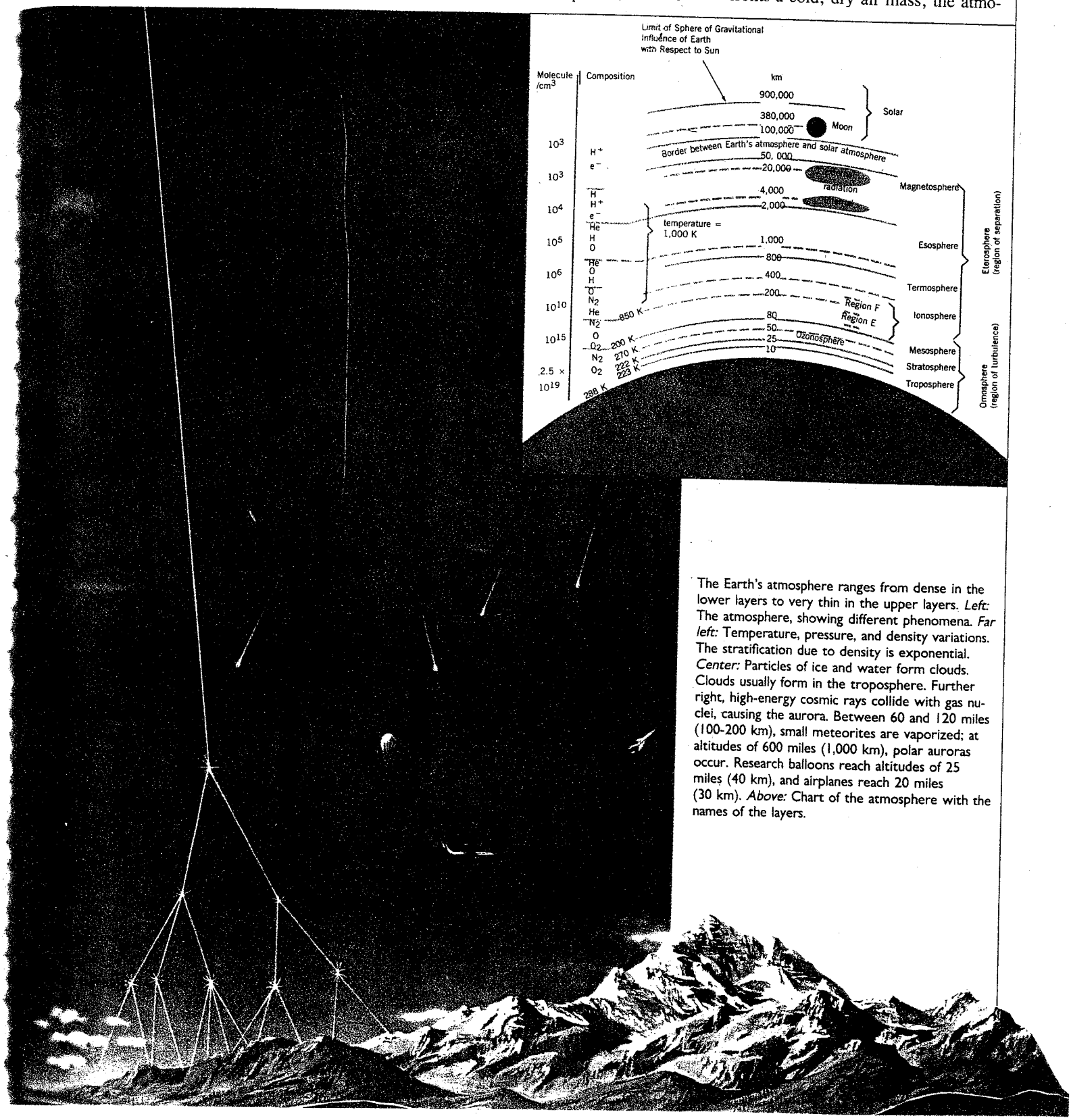
Atmosphere is the name we give to the layers of gases, vapors, and liquid and solid particles that extend from the Earth's surface to the very edge of interplanetary space. It functions as an envelope by surrounding the Earth, insulating its surfaces, retaining heat, and keeping temperatures moderate. It acts as a shield by screening out harmful solar radiation and intercepting such space debris as meteors before they strike the Earth's surface. It also plays an important role in radio communication because certain layers of the atmosphere reflect radio waves and relay them back to the ground.

The different layers of the atmosphere are distinguished by variations in chemical composition, temperature, altitude, electrical properties, and degrees of turbulence. The depth of these layers is elastic, changing on the basis of weather patterns, time of year, and time of day.

The amount of water vapor varies in the lower atmosphere, but dry air is a fairly constant mixture of gases, molecular elements, and trace elements. Molecules of nitrogen account for most of its volume (78.1 percent), followed by molecules of oxygen (21 percent), argon (0.9 percent), carbon dioxide (0.3 percent), and traces of carbon monoxide, helium, hydrogen, krypton, methane, neon, nitrous oxide, ozone, and xenon.

The lower atmosphere progresses from the troposphere through the stratosphere to the mesosphere. These layers share similar chemical composition—mostly nitrogen and oxygen—and are nonionized (that is, the molecules are not in an excited state). The troposphere extends from the Earth's crust to an altitude of about 11 miles (18 km) above the equator (and little more than five miles (8 km) at the poles).

The movement of atmospheric gases—up and down as they warm or cool, clockwise or counterclockwise depending on pressure—creates the moving masses of air that cause weather. Water vapor in the air, for example, cools and condenses on fine particles of dust to form clouds, and when a warm, moisture-laden air mass confronts a cold, dry air mass, the atmo-



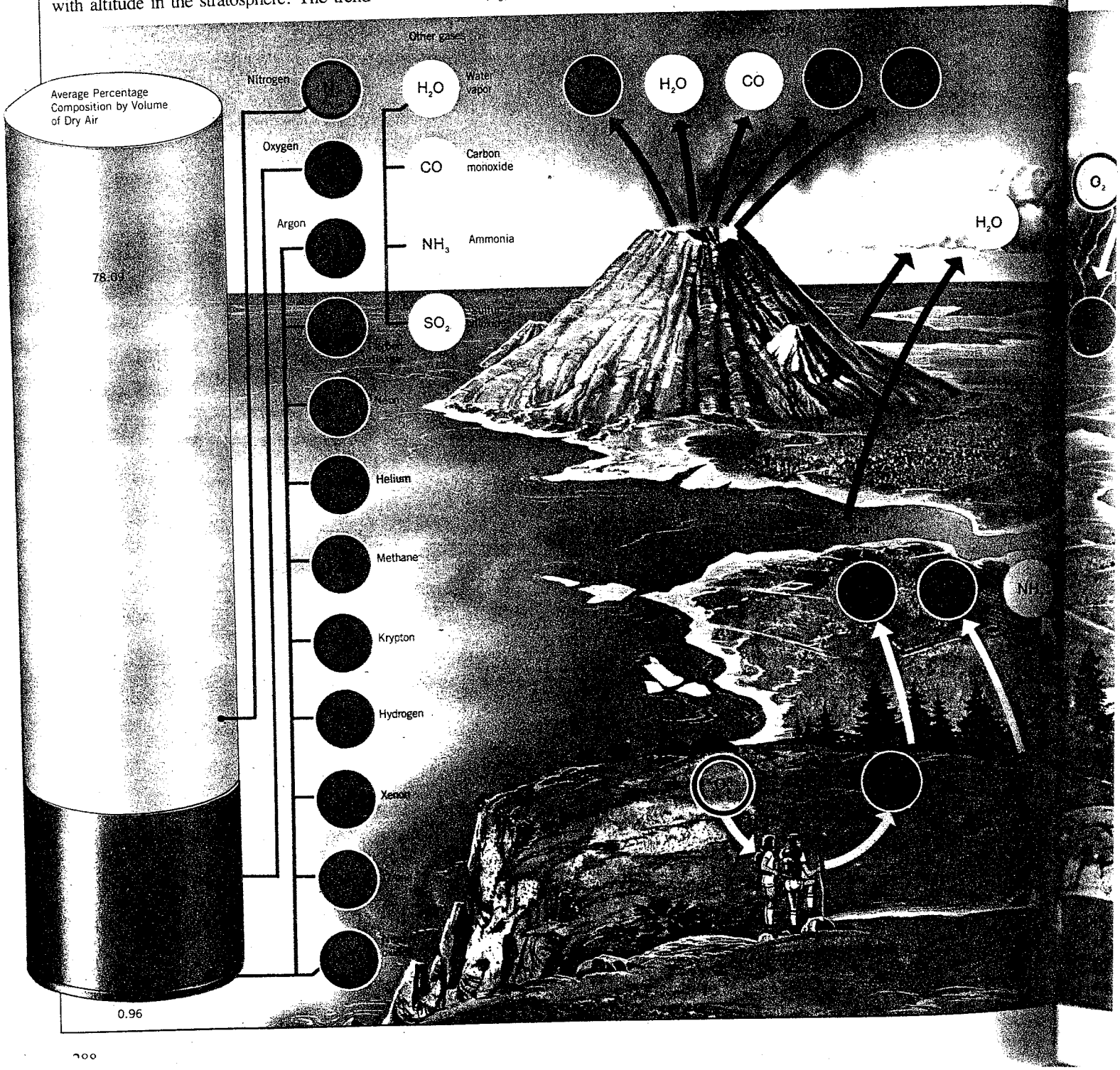
The Earth's atmosphere ranges from dense in the lower layers to very thin in the upper layers. *Left:* The atmosphere, showing different phenomena. *Far left:* Temperature, pressure, and density variations. The stratification due to density is exponential. *Center:* Particles of ice and water form clouds. Clouds usually form in the troposphere. Further right, high-energy cosmic rays collide with gas nuclei, causing the aurora. Between 60 and 120 miles (100-200 km), small meteorites are vaporized; at altitudes of 600 miles (1,000 km), polar auroras occur. Research balloons reach altitudes of 25 miles (40 km), and airplanes reach 20 miles (30 km). *Above:* Chart of the atmosphere with the names of the layers.

sphere becomes turbulent. Atmospheric turbulence results in such pheonomena as fog, rain, sleet, snow, or hail (see WEATHER). The state of the troposphere at any given moment corresponds to weather, and charting the weather for a particular location over a period of time tells us about an area's climate.

The stratosphere extends from the upper limit of the troposphere to about 30 miles (48 km) above the Earth. It is distinguished from the troposphere by its dryness, its low density, and temperature shifts. While temperatures decrease with altitude in the troposphere, they increase with altitude in the stratosphere. The trend is again reversed in the mesosphere, where temperatures decrease near its upper limits, 55 miles (89 km) above the Earth. These changing temperature patterns are important in establishing the clear separation between layers of atmosphere.

An important feature of the lower atmosphere is the ozone layer, a thin band at an elevation of about 30 miles (50 km) above the Earth's surface. Molecules of oxygen (0_2) are broken up by the energy of low-frequency light waves from the Sun into simple oxygen atoms, a process known as photodissociation. These atoms collide with other oxygen molecules to form ozone (0_3). Ozone absorbs many ultraviolet rays from the Sun, warming the stratosphere and—not coincidentally—protecting the Earth from life-threatening radiation, for life could not have developed on Earth without the presence of ozone in the atmosphere. Shattered by the ultraviolet rays, the ozone molecules, highly excited, continue to engage in a series of complex reactions that are crucial to the chemistry of the atmosphere.

At altitudes above 60 miles (100 km), the upper atmosphere is divided into the thermosphere and the exosphere. The air is thinner and temperatures tend to increase with altitude. At the outer limits of the exosphere, hundreds of miles up, the

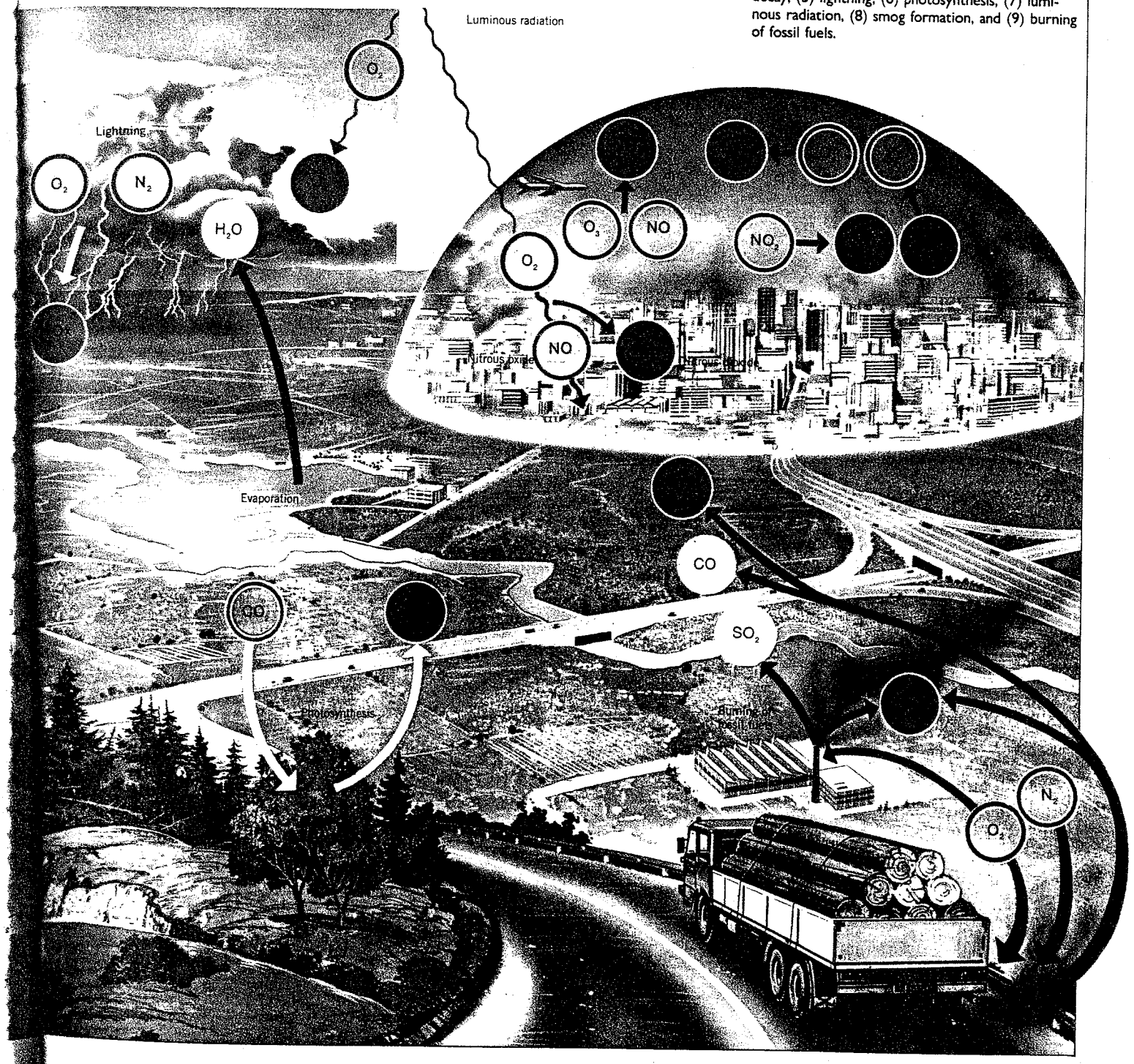


physical properties of the atmosphere closely resemble those of outer space.

Two areas of the atmosphere are distinguished for their electrical properties. The ionosphere, which overlaps the lower and upper atmospheres and reaches an altitude of about 90 miles (150 km), is a belt of highly charged ions and free electrons. These particles act as an atmospheric relay, bouncing radio signals from one part of the Earth to another and allowing communications around the curvature of the planet.

Far higher, ranging to an altitude of about 36,000 miles (60,000 km), is an area of charged particles known as the Van Allen Belt. Despite its great altitude, this layer is considered part of the Earth's atmosphere because the particles appear to obey the Earth's magnetic forces. The region occupied by these particles is called the magnetosphere, and it extends far beyond the edge of the atmosphere. The Van Allen Belt is made up of streams of charged particles from the Sun—collectively known as the solar wind—which travel along the lines of Earth's magnetic forces.

Far left: Composition of dry air, by volume. Various processes contribute to the overall composition of the atmosphere: (1) volcanic activity, (2) evaporation, (3) respiration, (4) decomposition or decay, (5) lightning, (6) photosynthesis, (7) luminous radiation, (8) smog formation, and (9) burning of fossil fuels.



04-03-01 P02:53 IN

Senator Edward M. Kennedy cc.
Senator John Kerry
To: Mr. Robert Durand

MEPA

Subject: Runway 14/32

The Residents of East Boston understand that Logan International Airport cannot pack up and go elsewhere. No one is seriously asking that. Somedays with the Noise, fumes, cars and taxis. We wish Logan would go elsewhere.
What Residents of East Boston are saying is that the "BEAST" that we live with cannot continue to grow unchecked.
The bottom line cannot always be more planes, more passengers and more profits.
Lives are affected by every plane that passes through Logan, every vehicle that drives on local streets, every breath of dangerous fumes that are inhaled.
East Boston Residents have the Callahan, Summer, Ted Williams Tunnels. Rental Cars, Numerous Taxicabs.
What are you doing to us.
Do You CARE?

It is a terrible feeling to believe that you are powerless; that nothing you say will make a difference.

It is a Fundamental Concept in America every Citizen has the Right to be heard. Massport is trying to stuff down our throats the Ridiculous notion that additional Runways are Better for East Boston.

WE NEED A LNS. AIRPORT !!!

Our peace and tranquility has been ruined by Logan International Airport. Residents were displaced. Homes were taken. Our Beautiful Wood Island Park was also taken. When will it End? Our Congressman and Senators represent the People of East Boston NOT Massport. We need an Environmental Study before its too Late. The Residents of East Boston are not asking you. We are begging You. Please HELP us NOW. Help East Boston as the Honorable Joseph Moakley has with DIGNITY, HONOR & PRIDE.

VOTE AGAINST RUNWAY 14/32.

ENOUGH is ENOUGH!

Let your Conscience be your Guide.

Concerned Residents of East Boston

*Other U.S. Airports have 2 to 4 Runways. Logan has 5.

We do not need 6!

Letter 388

Please do NOT condone ✓ AP
peak-period pricing at Logan
Voter / Traveler

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